Those new **depreciation** rules–what they mean to the railroad industry . . . . p. 9

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July 16/23, 1962

RAILWAY AGE WEEKLY

PRR's First Silicon Rectifier Locomotive

p. 17

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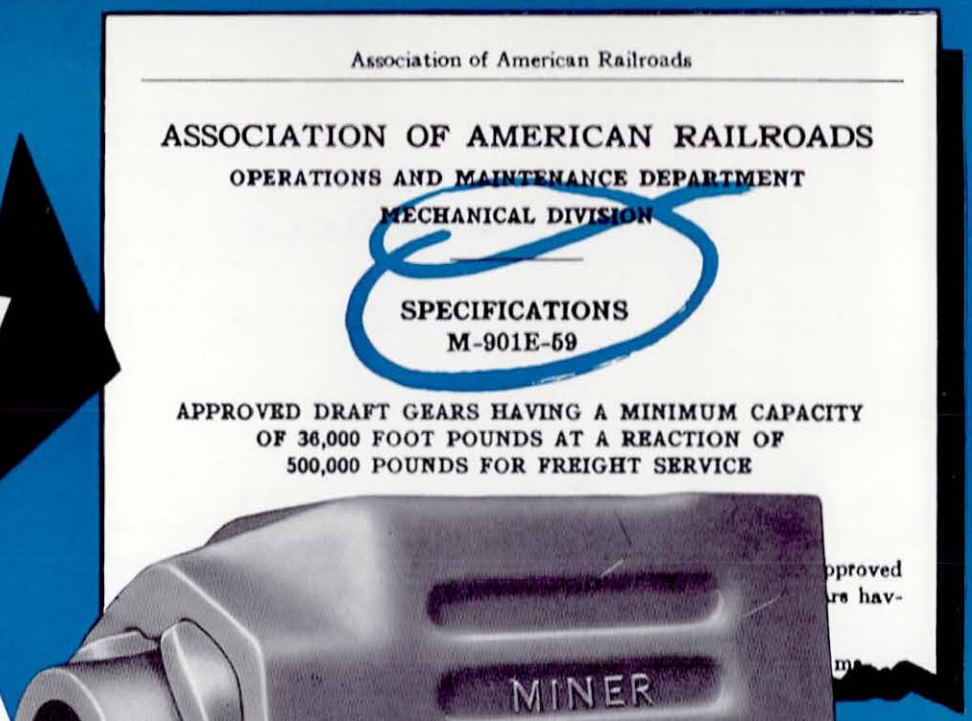
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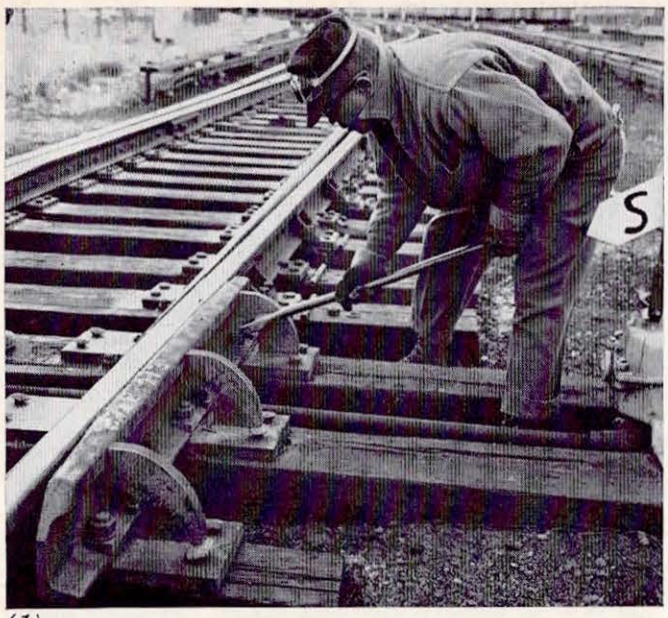

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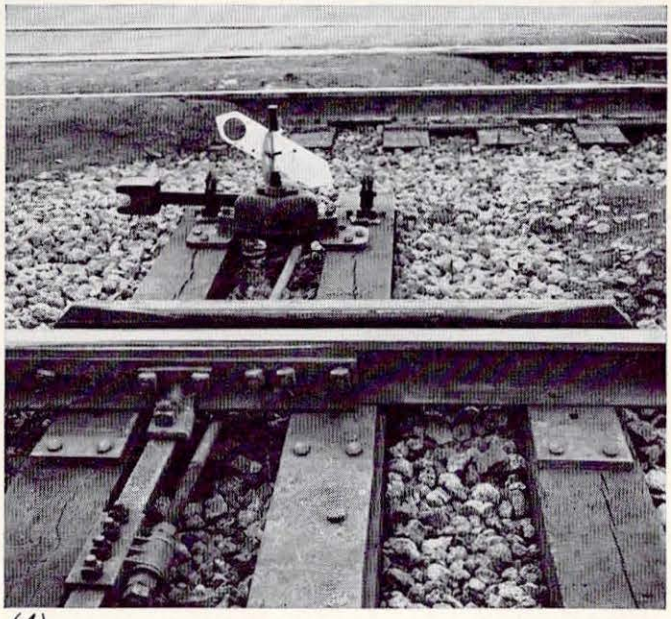

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RAILWAY AGE

WEEK AT A GLANCE

July 16/23, 1962 • Vol. 153, No. 3

What new depreciation rules mean to railroads

Rolling stock, communications systems, signaling facilities, roadway machines, roadway small tools and shop machinery now may be written off in 14 years for tax purposes .....p. 9

Kennedy bills get strong rail support

"Whole-hearted and keen" backing for bills (H.R. 11583-4) to implement President Kennedy's transportation message has been presented by railroad spokesmen to a House committee p.12

PRR's first silicon-rectifier locomotive

Increased efficiency and cost savings are anticipated from a silicon-rectifier locomotive delivered to the Pennsylvania on July 3 by General Electric Co. p.17

REA adopts a new small-shipment 'box'

To provide faster handling of small shipments on outlying delivery routes, REA is trying out a 10x8x8-ft container quickly interchangeable between line-haul and local truck chassis ..p.20

SP line change 'tames' a river

A 14-mile line change incorporating a new high-level bridge over Devil's River in Texas will eliminate danger of floods like those which have washed out two earlier SP bridges p.24

Carriers press featherbedding showdown

Aug. 16 is management's target date for implementing recommendations of the Presidential Railroad Commission. The unions will hold a strategy meeting in Cleveland this week ..p.48

C&NW move triggers IC-GM&O merger study

North Western's purchase of 13.3% of GM&O common apparently spurred the IC into action. Meanwhile, Chicago Great Western says it has talked merger with two carriers p.50

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Seaboard Reduces Operating Costs With 21 More SERVOSAFE® Hot Box Detective* Systems

First in the world with a "talking" SERVOSAFE® Hot Box Detective* System, Seaboard Air Line Railroad recently ordered 21 additional units to be installed during 1962. Nineteen of the new systems will be "talking" detectors, similar to the news-making SAL installation at Riceboro, Georgia, and will be located at strategic rail points in five Southern states.

The talking feature, developed by SAL signaling and communications engineers, and now owned by Servo Corp., radios a voice message from pre-recorded tape to crews of passing trains, giving them the exact location of dangerously overheated journal bearings. This same voice information goes by telephone to the dispatcher, who can talk to the train crews through remotely controlled base radio stations.

Capability of all basic SERVOSAFE Hot Box Detective Systems is expandable through the addition of compatible accessories such as automatic alarms, computers, carrier systems, visual hot box locators, alarm monitors, fail-safe indicators, and date and time printers. At present, SERVOSAFE units are installed on roads operating approximately one-half of total U. S. rail mileage.

Servo hotbox specialists will be glad to review with you the cost-saving performance of these devices and their ability, when installed at recommended intervals, virtually to eliminate derailments due to burnoffs. Plan to start your own Hot Box Detective program, or expand your present one—*this year.*

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SPEAKING OF HOTBOXES . . . train crews aboard SAL freights receive message via radio-link pinpointing exact location of overheated journals. 19 "talking" detectors—latest refinement of the SERVOSAFE® Hot Box Detective* System—are scheduled for 1962 installation by SAL in five Southern states.

WEEK AT A GLANCE

The Action Page—Union chiefs on the spot

Failure to adapt to present-day competition can only result in destruction of the railroads. For their own sakes, unions should encourage such adaptation—not resist it p.54

Short and Significant

Class I railroad employment...

totaled 718,958 in mid-June—an increase of 0.56% over May but a decrease of 0.9% from the year-ago figure, according to the ICC's Bureau of Transport Economics and Statistics.

Merger or affiliation...

with "any other organization" was rejected by delegates to the 1962 BLE convention. Similar anti-merger action was taken at three previous BLE triennial conventions.

Railroad purchases...

of fuel, material and supplies in this year's first four months were 10.4% higher than in the comparable 1961 period, according to estimates prepared by Railway Age.

Operations of private truckers...

who haul exempt agricultural commodities in interstate commerce are the object of a two-year study being launched this month by the U.S. Department of Agriculture.

New $197-million subway line...

extending from mid-Manhattan to the Bronx is proposed by the New York City Transit Authority. An initial $37.5 million to begin construction is asked in NYCTA's new budget.

Current Statistics

Operating revenues	
3 mos., 1962	$2,295,749,272
3 mos., 1961	2,128,376,735
Operating expenses	
3 mos., 1962	1,830,377,994
3 mos., 1961	1,780,358,037
Taxes	
3 mos., 1962	257,685,487
3 mos., 1961	228,925,289
Net railway operating income	
3 mos., 1962	112,621,164
3 mos., 1961	23,354,922
Net income estimated	
3 mos., 1962	66,000,000
3 mos., 1961	D. 12,000,000
Carloadings revenue freight	
28 wks., 1962	15,290,291
28 wks., 1961	14,591,170
Freight cars on order	
July 1, 1962	13,274
July 1, 1961	11,821
Freight cars delivered	
6 mos., 1962	19,984
6 mos., 1961	18,782
Serviceable cars	
June 1, 1962	1,455,259
June 1, 1961	1,479,100
Cars awaiting repairs	
June 1, 1962	132,516
June 1, 1961	162,767

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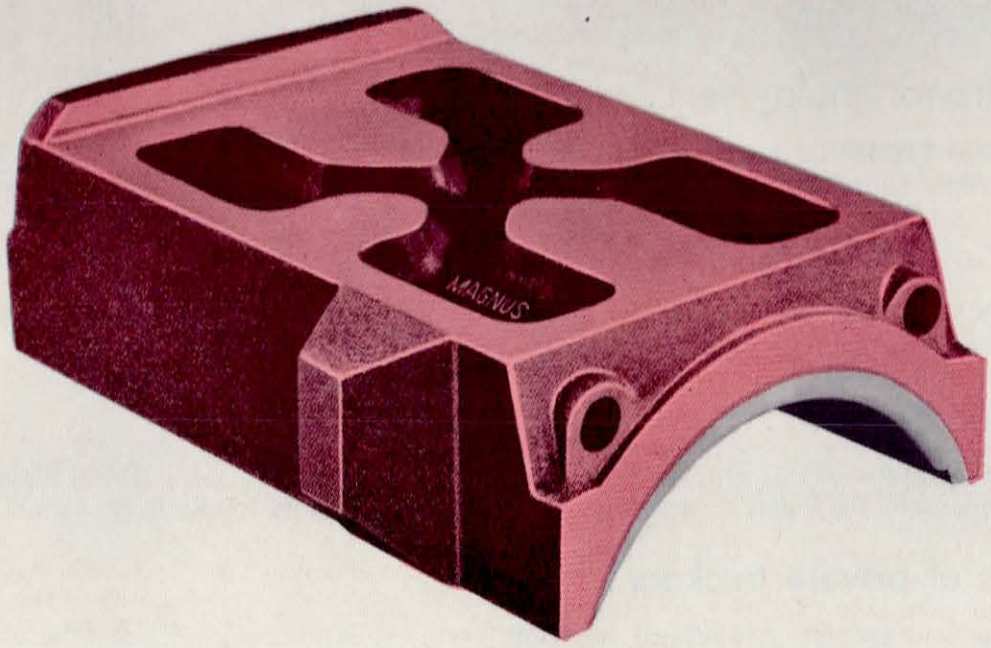
MAGNUS FLAT-BACK BEARINGS...



the LOW-COST way to stabilize journals and get still better freight car performance

Today, freight cars with lubricators average better than four times the performance with waste packing in 1954—and cost per car per year for journal bearing operation and maintenance has been cut more than half. Better still, total costs for *solid* bearings today are less than the fixed charges on the extra investment in roller-type bearings.

The next big step toward improved performance is the *flat-back bearing*—available from Magnus to AAR specification and design, in nominal and step-sizes. It effectively restricts fore-and-aft movement of the journal under all normal operating conditions—makes it possible for the bearing to remain seated on the journal and to provide uninterrupted lubrication.

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DEPRECIATION RULES

WHAT THEY MEAN TO THE RAILROAD INDUSTRY

"The new . . . rules for the depreciation of railway equipment and facilities should act as a stimulant to the rail carriers to modernize and improve their properties. . . . As suppliers, we are looking forward to better days, after four years of 'famine' business."

—J. W. Scallan, chairman, Railway Progress Institute, and president, Pullman-Standard.

"Faster write-off periods certainly ought to stimulate many railroads into upgrading and improving their fleets of rolling stock, particularly the ones now operating at a profit."

—T. M. Thompson, chairman, General American.

Reduction of the "depreciation lifetime" of locomotives to 14 years "should help provide some of the cash flow needed by railroads to carry out programs both to replace old equipment and to rebuild and modernize obsolescent locomotives."

—W. F. Lewis, executive vice president, Alco.

"We feel [the new depreciation guidelines] will have a favorable effect on the railroads' attitude toward additional car purchases. . . . With the possibility of specialized equipment becoming obsolete much faster than an ordinary box car, the faster depreciation rates should attract railroads to purchase more of this equipment."

—C. A. Mapp, vice president, sales, Thrall.

"It is certain that the use of shorter lives for tax depreciation purposes will be beneficial to industries such as the railroads where there are continuing needs for heavy capital expenditures for replacement and improvement on a year to year basis."

—E. S. Marsh, president, Santa Fe.

The new rules "will go far in permitting many railroads to modernize plant and equipment, providing additional jobs and resulting in better service to the public."

—W. J. Tuohy, president, C&O.

► **The Story at a Glance: New depreciation guidelines, promulgated by the Treasury Department for all industry, have been hailed by AAR President Daniel P. Loomis as "an essential step toward a modernization of our industrial facilities and toward a more vigorous economy." As applied to railroads, the new guidelines are in line generally with what the industry sought in the way of more realistic income-tax arrangements for writing off property subject to depreciation and obsolescence. At the same time, however, Mr. Loomis said the railroads' "continued efforts to improve and modernize" also need the stimulation of prompt passage by Congress of legislation to implement recommendations of President Kennedy's transportation message.**

Railroad rolling stock, communications systems, signaling facilities, roadway machines, roadway small tools and shop machinery may be written off in 14 years for income-tax purposes under the new depreciation guidelines and rules which have been promulgated by the Treasury Department. The long-awaited guidelines were issued July 11 in a document entitled "Revenue Procedure 62-21," which supplants "Bulletin F," and embodies the first major revision of the guidelines in 20 years.

Except for highway transportation equipment such as buses, trucks, tractors and trailers, which may be owned by railroads, the 14-year term is the lowest accorded railroad property. The guidelines for other railroad facilities range up to 60 years, which is the authorized depreciation term for grain elevators and warehouses.

For highway equipment, the approved write-off periods are: Automobiles, 3 years; buses, 9 years; light trucks (unloaded weight less than 13,000 lb.), 4 years; heavy trucks, 6 years; over-the-road tractors, 4 years; trailers and trailer-mounted containers, 6 years. The guideline term is 18 years for floating equipment—vessels, barges, tugs, etc.

This highway and water-transporta-

WATCHING WASHINGTON WITH WALTER TAFT

• **MERGER-MORATORIUM BILL,** sponsored by Senator Kefauver (D. Tenn.), will not get anywhere this year. The bill, S. 3097, would amend Section 7 of the Clayton Act to suspend until Dec. 31, 1963, the antitrust immunity now accorded big railroad mergers approved by the ICC. Its effect would be to stay Commission approval of merger or control applications involving railroads with assets of more than $200 million—unless they are in trusteeships or receiverships.

HEARINGS before the Senate's Subcommittee on Antitrust and Monopoly, which Senator Kefauver heads, have now been completed. They pointed up the widespread opposition to the bill. Opponents include the Department of Commerce, Department of Justice, the ICC, the National Industrial Traffic League, and, of course, the railroads.

SUPPORT came principally from the Railway Labor Executives' Association and senators representing areas served by railroads involved in merger plans. Also, there were college professors who endorsed what they identified as the bill's objective of providing more time for deliberation on prospective implications of pending consolidation proposals.

ALSO POINTED UP at the hearings was the opposition of subcommittee members who could probably succeed in blocking clearance of the bill by the subcommittee or its parent, the Judiciary Committee. Sparking this committee opposition is the Senate's Republican leader, Senator Dirksen of Illinois.

• **COMPLYING WITH COURT ORDERS,** the ICC has ruled that rates on ex-barge traffic out of river ports can be based on divisions received by railroads handling like traffic out of the ports under joint-rate arrangements over all-rail routes. The ruling, which requires ex-barge rates on the basis of the lowest divisions received by the outbound railroads, came in the Commission's second report on further hearing in No. 30744.

THE DECISION marks the culmination of a successful water-carrier drive to get more and more ex-barge traffic the same outbound rates from river ports that apply on ex-rail traffic. The water lines took the case to court after the Commission, in 1959, refused to accept the novel idea of using divisions as the basis for rates on the ex-barge traffic.

THE CASE went to the United States Supreme Court, which upheld lower-court rulings to the effect that outbound rail rates from river ports could not deprive barge-rail shippers of any "savings" they gained by using barge service inbound. The courts thus promulgated a new rate-making rule which requires the Commission (if other bases such as proportional rates on ex-barge traffic are lacking) to use the divisions basis in implementing the no-loss-of-savings policy.

THE COMMISSION'S REPORT, by Commissioner Goff, reflected the view of six of the Commission's 11 members. Separate expressions came from Commissioner Tuggle, "concurring in the result," and Commissioners Hutchinson and Bush, both "dissenting in part." Commissioners Freas and Herring did not participate.

• **HOWARD W. HABERMEYER** will continue as public member and chairman of the Railroad Retirement Board. The Senate has confirmed his reappointment by President Kennedy for another five-year term ending Aug. 29, 1967.

tion equipment is covered in that group of guidelines which are applicable to depreciable assets used by business in general. There, too, are found other guidelines applicable to railroads, including the 60-year write-off period for grain elevators and warehouses, 45 years for office buildings, machine shops and garages, 40 years for hotels, and 10 years for office furniture, fixtures, machines and equipment.

First of the specifically-tailored railroad guidelines is the 14-year term authorized for machinery and equipment. Included in property thus classified, with ICC account numbers, are:

Equipment accounts: (51) steam locomotives; (52) other locomotives; (53) freight-train cars; (54) passenger-train cars; (57) work equipment; (58) miscellaneous equipment.

Road accounts: (26) communications systems; (27) signals and interlockers; (37) roadway machines; (38) roadway small tools; (44) shop machinery.

The guideline terms for railroad structures and "similar improvements" is 30 years. In this group, with their ICC account numbers, are: (6) bridges, trestles and culverts; (7) elevated structures; (13) fences, snowsheds and signs; (17) roadway buildings; (18) water stations; (19) fuel stations; (20) shops and engine houses; (31) power transmission systems; (35) miscellaneous structures; (39) public improvements construction.

Depreciation terms of 20 years can be taken on railroad wharves and docks, while there are three terms for power plants and equipment—50 years for hydraulic plants, 20 years for nuclear plants, and 28 years for steam plants.

While these guidelines are not specifically what the railroads sought in their presentation to the Treasury, they average out to give the industry its general objective—except as to grading and right-of-way improvements. That covers property classified in these ICC accounts: (1) engineering; (2½) other right-of-way expenditures; (3) grading; (5) tunnels and subways. The guidelines here offer nothing definite, only this vague rule: "To the extent that the asset is depreciable, the life shall be determined according to the particular facts and circumstances."

That's different from the treatment accorded other industries. The guideline for land improvements of business in general is 20 years, but railroads are specifically excluded from this, as are pipe lines, water carriers and public utilities. Several of these, however, get specific guidelines for land improvements in their tailored rules. Electric utilities, for example, have guidelines for their facilities which range from 20 to 50 years. And it is stipulated that

(*Continued on page 51*)

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Kennedy Bills Get Strong Rail Support

► **The Story at a Glance: The rail industry's "wholehearted and keen" support of bills to implement President Kennedy's transportation message has been reported to the House Committee on Interstate and Foreign Commerce by President Daniel P. Loomis of the AAR. The principal Presidential recommendation calls for freeing transportation of commodities in bulk and of agricultural products from minimum-rate regulation, and the railroads' plea for favorable action on that proposal is being rounded out by three other executives—President D. W. Brosnan of the Southern, Chairman Ben W. Heineman of the Chicago & North Western, who have already made their pitches, and President Jervis Langdon, Jr., of the Baltimore & Ohio, who is scheduled to appear when the Committee resumes hearings this week. Some amendments to the bills were suggested by Messrs. Loomis and Heineman.**

Meanwhile, the ICC has registered its opposition to the minimum-rate recommendation and to various other Presidential proposals, as expected (RA, July 9, p. 30). Comment on the Commission's presentation by Committee Chairman Harris (D. Ark.) indicated the Congressman's view that it's time for a change. What bothers him, Mr. Harris said, is the Commission's adherence to the 75-year-old philosophy underlying the original regulatory act, and its failure to advise Congress "how to cope with requirements of our day."

House Interstate Commerce Committee hearings on bills to implement President Kennedy's transportation message will resume this week and "will proceed to a conclusion, giving everyone an opportunity to be heard within reason." That's what Committee Chairman Harris said July 13 in announcing a recess of the sessions until July 24.

That recess came as the railroad industry's presentation in support of the bills was under way, and after the ICC had expressed its opposition to major features of the President's program. The House bills (which have Senate counterparts) are H.R.11583 and H.R.11584.

The former would implement that Presidential recommendation which calls for removal of ICC and Civil Aeronautics Board powers to fix minimum rates for railroad, truck and air transportation of commodities in bulk, the water transportation of which is now exempt from all regulation; and for railroad, water and air transportation of commodities, the truck transportation of which is free of regulation under the Interstate Commerce Act's so-called agricultural exemption. (This bill would also remove the ICC's power over minimum fares of railroad and bus lines, but it would not disturb CAB's power over minimum air fares.)

H.R.11584, a proposed "Transportation Act of 1962" would implement various other Presidential recommendations which were not already embodied in other bills introduced before the President submitted his message. Among other provisions, this proposed act would make Plans III and IV piggyback services available to truckers; give regulatory agencies specific authority to authorize rate experiments; declare it to be in the national interest that joint rates and through routes between carriers of all modes of transport be "encouraged and promoted"; authorize the ICC, CAB, and Federal Maritime Commission to form joint boards for review of joint rates between carriers of different types; authorize agreements between the federal government and states to enforce safety regulations applicable to interstate trucks and to curtail illegal operations of private and exempt trucks; transfer, to the Department of Commerce, the ICC and CAB powers over government guaranty of loans to railroads and airlines.

Among amendments suggested by AAR President Loomis was his suggestion that provisions to remove the three-commodity and mixing rules be eliminated from H.R.11583. These rules, now in the bulk-commodity exemption applicable to water carriers, make the exemption unavailable if more than three bulk commodities are transported in the same vessel or tow, or if non-bulk commodities are transported in the same vessel or tow.

Elimination of these rules "would increase the discrimination and aggravate the competitive inequality found in present law," Mr. Loomis said. As to leaving the railroads free from the rules, the AAR president said "it must be borne in mind that the railroads are not by any means being granted the complete regulatory exemption that the water carriers have and will retain, but only exemption from minimum rate regulation." If the water carrier exemption were rolled back to that point, Mr. Loomis would not object to leaving the three-commodity and mixing rules applicable to all modes.

Other H.R.11583 amendments suggested by Mr. Loomis were of the "clarifying" type. One of them would make it clear that the proposed removal of ICC powers over minimum rates and fares was not intended to deprive the Commission of authority it now has to condemn intrastate rates and fares as undue burdens on interstate commerce.

As to H.R.11584, Mr. Loomis suggested that the rate experimentation called for should be voluntary on the part of the carriers; that carriers encouraged to enter through-route and joint-rate arrangements be permitted to terminate such arrangements on due notice and without permission from regulatory authorities. Of the proposed transfer of ICC loan-guaranty powers to Commerce, Mr. Loomis said it has "merit" and the railroads "endorse it."

The AAR president closed with an appeal for favorable committee consideration of the proposed legislation "at the earliest practicable time." He also urged Congressional action "at this session" in order to "help bring about the sound and healthy transportation system so essential to our economy and defense."

Among questions which committee members put to Mr. Loomis were those asking his opinion of the ICC's recommendation that inequalities resulting from the bulk-commodity and agricultural exemptions be removed by repealing the exemptions rather than by any deregulation. Some of the questioners cited statements by ICC Chairman Murphy that the President's proposal could bring on rate wars and so depress rates on bulk commodities and agricultural products that the carriers would seek to recoup their losses through general rate increases.

That, Mr. Loomis said, "doesn't make sense in any way." Later on the AAR president said he had no fear that rate wars would dissipate railroad revenues. "I don't think we're going to be that foolish," he said.

President Brosnan of the Southern told the Committee that excessive and unequal regulation has placed the railroad industry in "critical" condition, is having a "blighting effect" on other common carriers and is costing the public "hundreds of millions of dollars annually" in higher-than-necessary transportation costs.

"The railroads," Mr. Brosnan continued, "have been regulated almost to death, and other common carriers are

(*Continued on page 44*)

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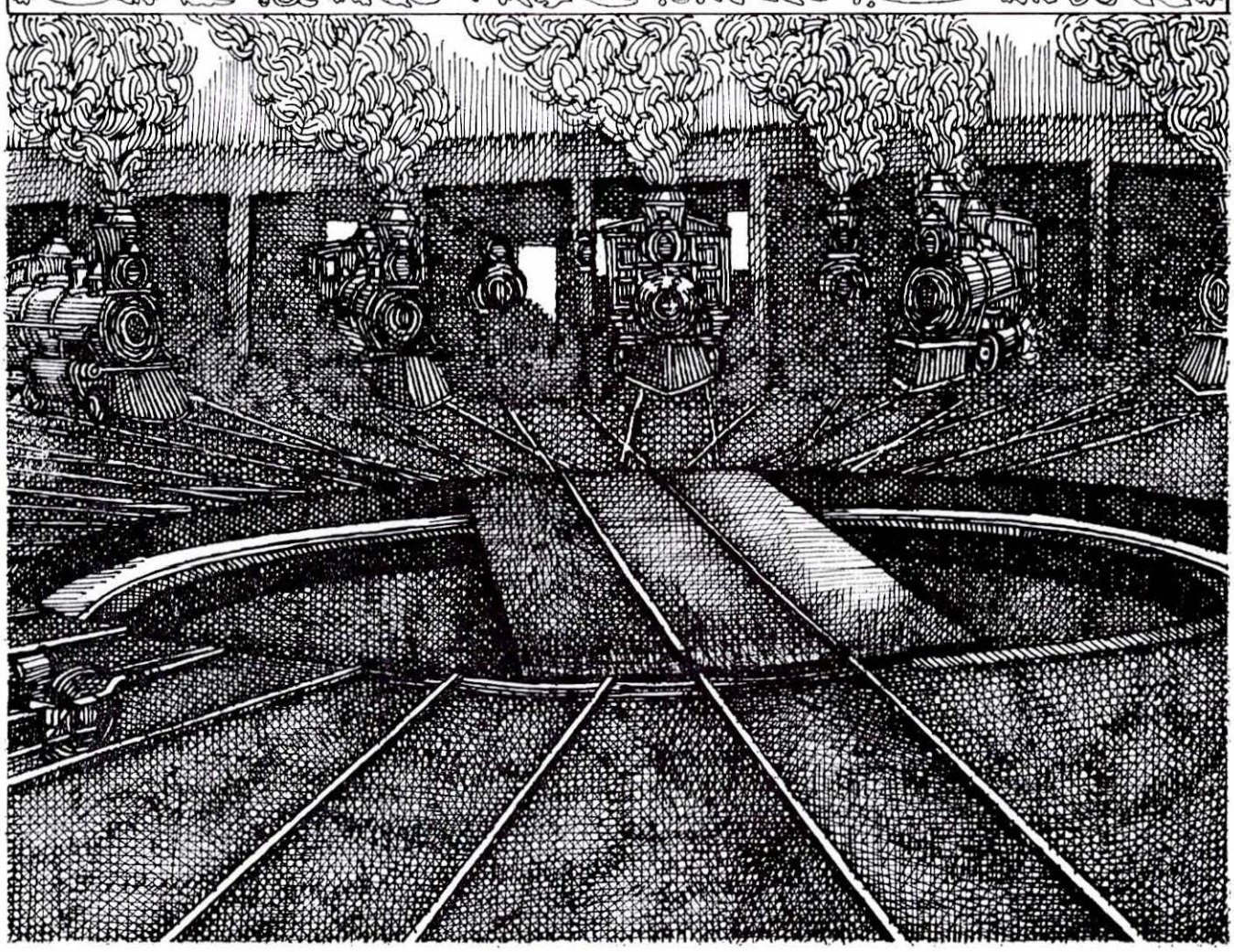
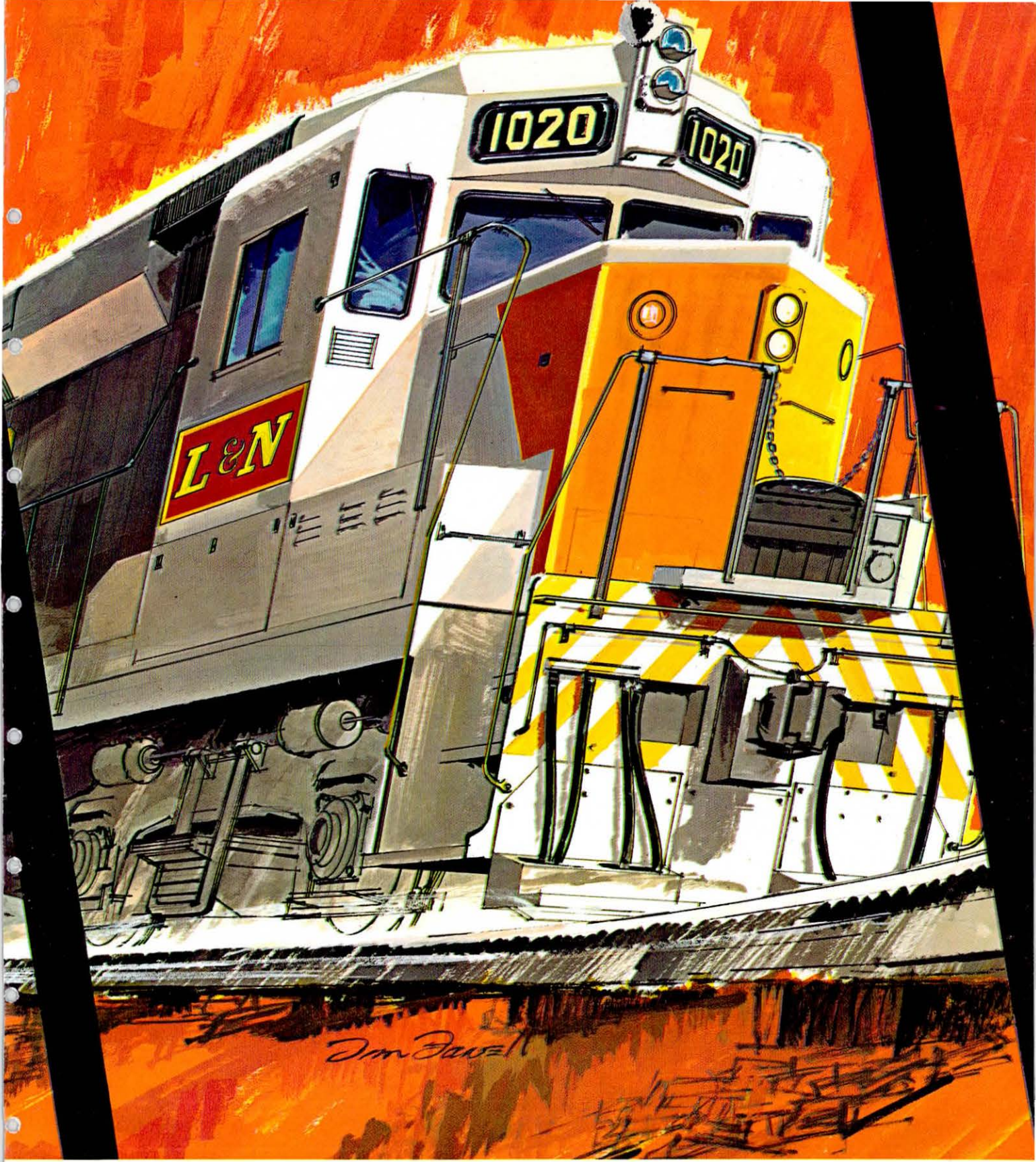


On the L&N...
the Revolutionary GP-30



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"Operating temperatures are lower in cylindrical roller bearings. Wedging action is completely eliminated because the cylinder is a true rolling element.

"Longer lubrication intervals, too—as a result of high-speed capability and lower operating temperature. Recommended cycle is now up to 48 months!"

For more details on the "EXPEDITER", and why it's the best choice for freight cars, call Dick Harwick, or the SKF Railway Sales Engineer nearest you. If you'd rather see some literature on the "EXPEDITER" first, write to SKF Industries, Inc., Front Street and Erie Avenue, P.O. Box 6731, Philadelphia 32, Pa.

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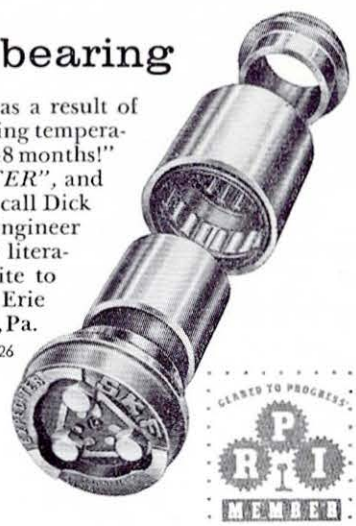

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PRI MEMBER

COMPARISON—Ignitron vs. Silicon Rectifier Locomotives, Pennsylvania Railroad

ITEM	IGNITRON UNIT	SILICON RECTIFIER UNIT
Number of Rectifiers	12	384—24 to a panel
Approx. Weight per Rectifier	200 lb.	8 oz.
Cooling System	Enclosed water system comprising pump, tank, radiator, hot and cold temperature controls, heaters, numerous hoses, special fittings, electron targets; and using treated pure water and alcohol as coolant.	Air cooled. Air is supplied from existing equipment cooling air duct through a static air cleaner.
Rectifier Firing Circuit	Transformer, rectifiers, capacitors, resistors, anode heaters and reactors. Misfire lights indicate operation of the circuit.	None
Load Divider	Zigzag reactor	Resistors and capacitors
Space Required	9-ft length of equipment cab	6-ft length of equipment cab
Mounting	Very soft shock mounts	Bolted to frame of locomotive

Main transformer, smoothing reactor, traction motor, control and auxiliaries are the same

PRR's First Silicon Rectifier Locomotive

The nation's first silicon-rectifier locomotive was delivered to the Pennsylvania on July 3 by the General Electric Company. Built at GE's Erie, Pa., plant the 4,400-hp locomotive is the 42nd unit delivered of an order for 66 locomotives (RA, Nov. 7, 1960, p. 18); the 41 locomotives delivered previously utilized ignitron (mercury-arc) tubes to change the transmission line's high-voltage alternating current to direct current for the traction motors.

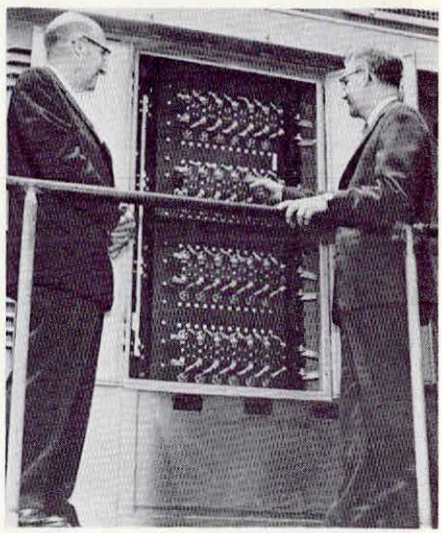
Increased efficiency is the basic reason for the on-locomotive rectifiers. They permit the PRR to use the better transmission characteristics of alternating current in its 11,000-volt, 25-cycle catenary distribution system and also take advantage of the more efficient direct-current traction motors in its locomotives. Advantages of the air-cooled silicon rectifiers compared with the ignitron rectifiers include a reduction in space required on the locomotive for power conversion equipment and the elimination of water-cooling and firing circuits required for the mercury-arc tubes. Moneywise, GE engineers say silicon rectifiers show promise of producing savings in first cost and maintenance.

Placed in operation July 6, the silicon rectifier locomotive, No. 4460, operated satisfactorily during the first week of service according to a PRR spokesman. He also said that present plans are to equip the last five of the 66-locomotive order with silicon rectifiers, dependent, of course, on the continued successful service performance of No. 4460. Since October 1960, the locomotives have been delivered at a two per-month rate with the last unit scheduled for delivery in mid 1963.

Although the nation's first silicon-rectifier locomotive the new PRR unit follows succesful application of silicon rectifying equipment to electric commuter cars on the Pennsylvania and the New Haven. The French National Railways also placed 15 4,000-hp silicon rectifier locomotives in operation during 1961.

No. 4460 uses a total of 384 silicon-rectifier cells, supplied by GE's Rectifier Components Department at Auburn, N.Y. The cells, 4JA90M units, are rated at 250 amperes, 600 prv (peak reverse voltage) repetitive, and 800 prv transient. The 4JA90M is an all hard solder, double diffused PIN rectifier. The silicon rectifiers are mounted in 16 panels of 24 cells per panel and are connected in both series and parallel to form a bridge circuit with 96 cells per leg.

Development of the cells for the fluctuating-load conditions found in locomotive service involved a breakthrough in fabrication technique, according to GE engineers. Early tests changing load conditions present in locomotive service resulted in thermal fatigue in the soldered electrical connections to the silicon wafers, the engineers stated.



PANEL with 24 diodes is shown by GE's D. R. MacLeod (right) to W. O. Teufel, PRR's assistant CMO.

The thermal-fatigue breakdowns were subsequently overcome with hard solder. In addition, they cut the chance of hot-spot failures of the cells by making them by the double-diffused process —providing more even distribution of current density in the silicon pellet. According to the engineers at the rectifier-producing department, surface treatments to the cells permit them to withstand higher reverse voltages than any similar semiconductor device manufactured to date. These treatments provide a safety margin for peak reverse

(*Continued on page 37*)

Sinclair

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of outstanding service

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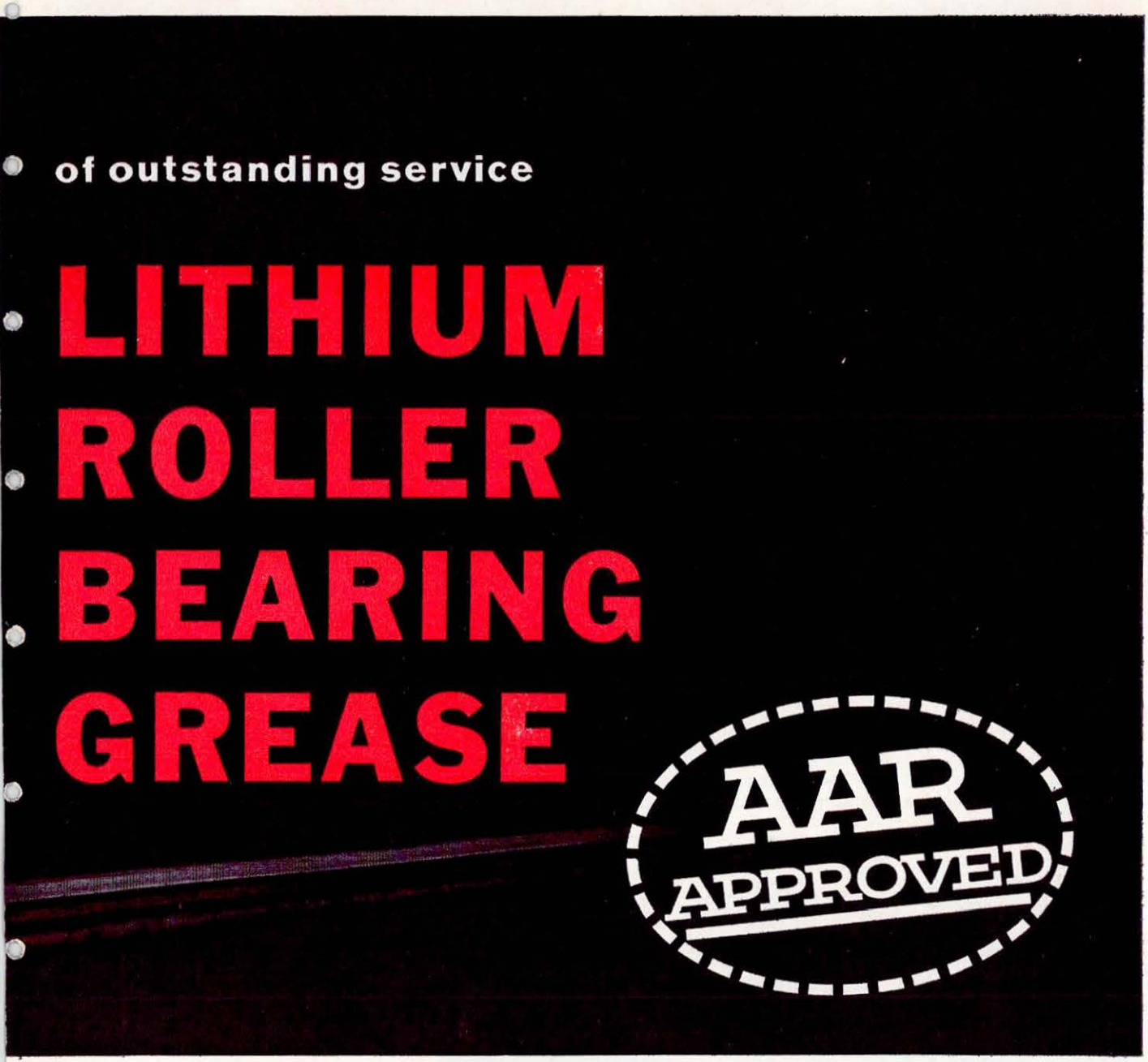

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40-FT CONTAINER TRANSPORT units have twin hydraulic lift beds for container loading and unloading.

REA Adopts a New Small-Shipment 'Box'

REA Express has put into service a new container system designed to provide faster handling of small shipments on outlying delivery routes. Key to the system is a container that can be quickly interchanged between over-the-road piggyback and local pickup and delivery units.

Designed to improve express service, cut operating costs and reduce shipment handling between keypoint terminals and outlying shippers and consignees to a single container transfer, the new system is called "Cost-Kut," which, REA explains, stands for "Containers on Semi-Trailers for Keypoint Unit Trucks." In operation, inbound shipments are received at the keypoint terminals by rail, piggyback or other modes. The shipments are then consolidated into containers for highway transport on 40-ft semi-trailers to a relay point or a satellite office. There the over-the-road trailers unload the units, leaving them standing on self-contained legs. Special pickup and delivery units then pick up the containers for individual delivery routes. The same procedure is followed in reverse for outbound shipments.

DOOR BETWEEN CHASSIS UNIT and container lets driver walk through.

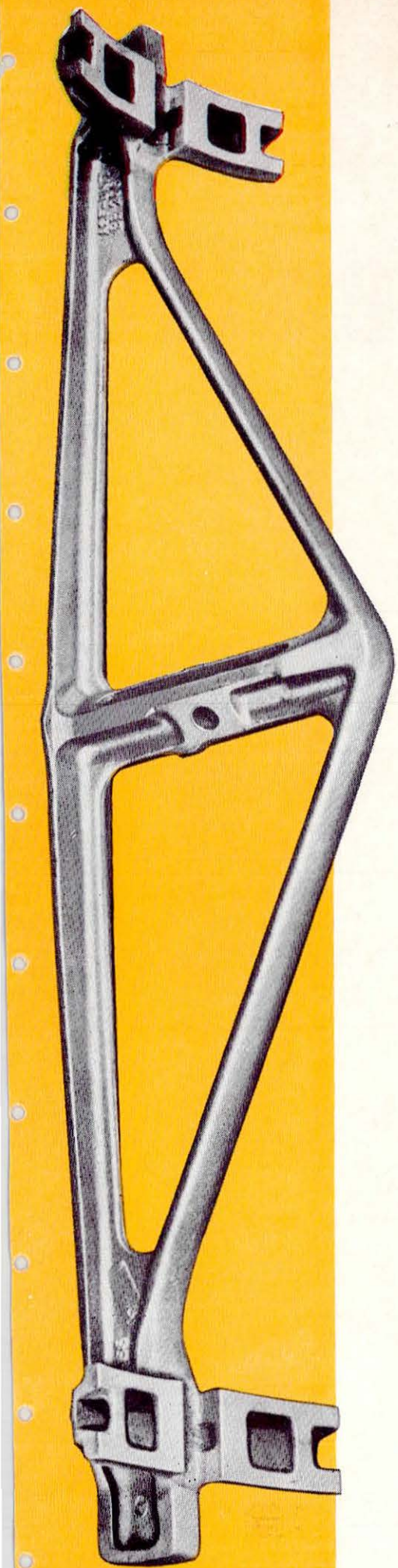
The demountable aluminum containers are 10 ft by 8 ft by 8 ft. They are raised from the trailer and truck chassis by hydraulic lift beds on the vehicles. The four self-contained legs are adjustable. The 40-ft semi-trailers carry up to four containers; the pickup and delivery units hold single containers.

The equipment was specifically adapted for REA operations, using basic "Morhaul" devices developed by Moore-Handley, Inc., Birmingham, Ala., and truck chassis and cabs made by International Harvester Co., Bridgeport, Conn. The containers, REA states, are the first to provide "walk-through" door access from the driver's cab, just as in conventional express route trucks.

In addition to roll-up doors, 36 in. by 72 in., at the right on the front end, the units also have full-width rear roll-up doors for platform and bulky shipment handling. Mounting or demounting takes five minutes per unit.

The Cost-Kut Container System has been placed in initial regular service in the Chicago area between REA's key-point terminal at Evanston, Ill., and vehicle routes in the Arlington Heights area and routes served by its express office at Crystal Lake, Ill.

The new REA system is not limited to the key-point operations. Twenty-ft, or other size containers can be carried on the trailers and on larger truck chassis. Also, the containers can be left on their legs at a terminal or shipper's platform.



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Our sales engineers, already well acquainted with railroad problems, will be in a better position to service you with the finest two-way radio equipment available, and at competitive prices. Part of our continuing efforts to expand and improve our other products will be the application of space radio to our remote and automatic control systems. As to service, Union Switch & Signal has assumed and will be responsible for all product warranties in effect for Bendix two-way railroad radio equipment.

Of major importance in Bendix' decision to sell this product line to Union Switch & Signal was the reputation and leadership of our organization in the railroad and industrial fields. The many longtime and esteemed users of Bendix equipment may be assured of proper service and continued future developments from Union Switch & Signal to meet their communications needs.

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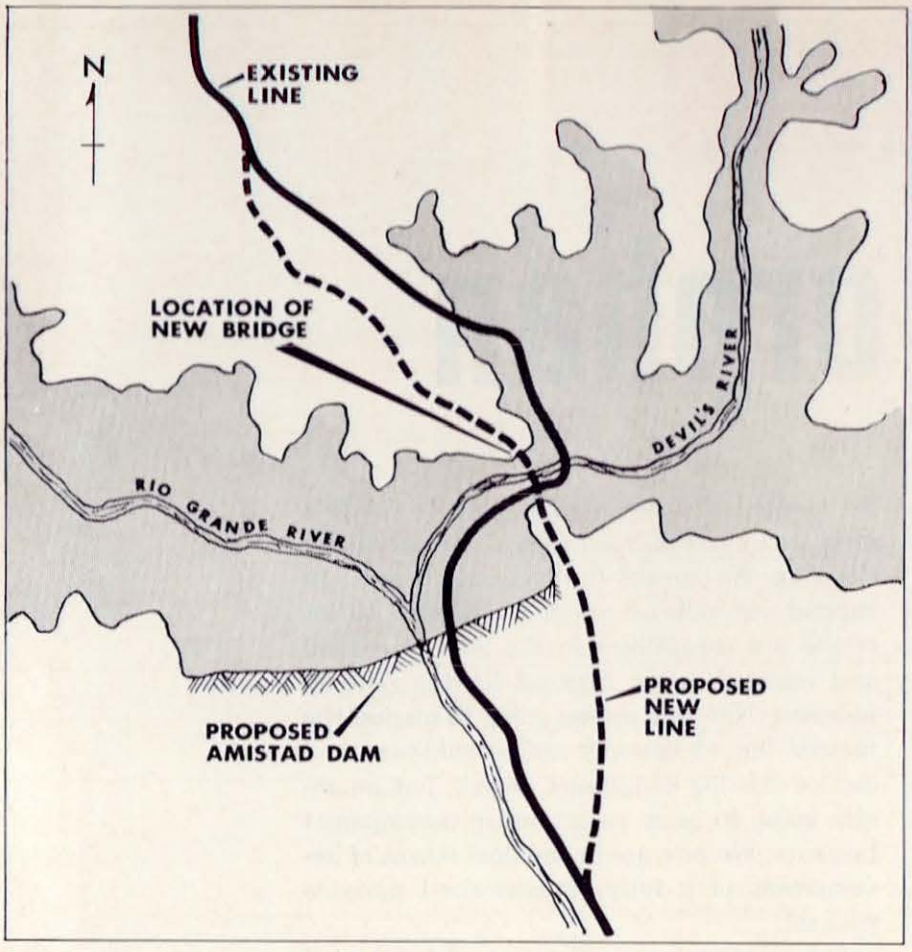
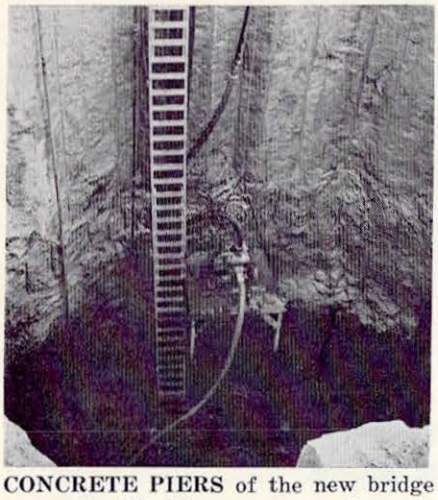


NEW LINE will cross the Devil's River at a location where the lake to be formed by the Amistad dam will be relatively narrow.

SP Line Change Tames a River



CONCRETE PIERS of the new bridge across Devil's River canyon will penetrate up to 68 ft into the limestone rock of the river bed.

► The Story at a Glance: A 14-mile line change now under construction will raise the Southern Pacific's crossing of Devil's River in West Texas far above the existing bridge. Construction of the line change is required by a proposed dam to be built across the Rio Grande a short distance below its confluence with Devil's River.

Come 1963 Devil's River will no longer be a threat to lives and property —including that of the Southern Pacific —in West Texas. For SP trains will then be moving over a line change incorporating a new bridge that will span the Devil's River at a much higher elevation than the present structure.

With the new line in service SP engineers will no longer need worry about a river that twice in the last 30 years —first in 1932 and again in 1948— washed out their bridge by rising high above the deck of the structure.

Rising in the mountainous country of West Texas, Devil's River is approximately 100 miles long and empties into the Rio Grande at a point about 15 miles west of Del Rio, Tex. H. J. McKenzie, formerly chief engineer of the Southern Pacific Co., Texas and Louisiana Lines, and now president of the Cotton Belt, once said the Devil's River had been "rightfully named, as probably only the devil himself would want to have much to do with it." "From its upper reaches," he continued, "to the point where it flows into the Rio Grande, it flows through a rock-walled canyon with a solid-rock bottom, and has a terrific rate of run-off. Heavy rains falling anywhere within its drainage area bring about rapid rises, with very little warning being given before the water reaches the Southern Pacific crossing."

Actually, the line change now under construction, which will cost $10.5 million, is merely a "preliminary" project to a much larger undertaking aimed at taming the Devil's River and the Rio Grande. A huge dam will be constructed across the latter a mile below the confluence of the two streams. Construction of the dam, to be known as the Amistad dam, will be a joint venture of the governments of the United States and Mexico.

When completed in 1967, the dam will rise 254 ft above the river bed and will extend 6½ miles across the canyon of the Rio Grande valley. The structure will create a resort lake 74 miles in length, store nearly five million acre-feet of water for irrigation and other uses, and generate through its power facilities enough electricity to serve a city of 90,000 people.

But before work can be started on the dam the SP line change must be completed. The main line of this road, coming from the east, follows the Rio Grande to its confluence with Devil's River and then follows the latter for about a mile before crossing it to continue westward. To lift the SP line out of the lake to be formed by the dam, which will be 190 ft deep in the Devil's River canyon, a line change 14.18 miles long (see map) has been undertaken.

The main feature of the line change will be a new bridge across the Devil's River. This structure will be 2,230 ft long, with the base of rail about 236 ft above the river bed. The bridge will consist of four 400-ft and two 300-ft ballasted-deck through-truss spans. In the design of the trusses provision was made for tie-backs between the ends of the trusses to allow for their reconstruction by the cantilever method with-

out the need for falsework. Total weight of the structural steel in the superstructure will come to 4,780 tons.

The substructure will consist of two reinforced concrete abutments, each with two counterforts, and five reinforced concrete octagonal piers. These piers will have a maximum height of about 215 ft above the bed of the river and will extend as much as 68 ft into the limestone rock of the river bed. The earthquake factor was incorporated into the design of the high piers. The specifications also call for the grouting of the limestone under the footings of the abutments and piers. Construction of the substructure will require 20,000 cu yd of rock excavation, 24,000 cu yd of concrete and 2,000 tons of reinforcing steel, much of it 2¼ in. in diameter.

The line change will require the construction of two bridges. One of these, which will span Nixon creek, will consist of a ballasted-deck, three-span, deck-plate girder structure on concrete piers and abutments. It will have a total length of 208 ft 6 in. The other will be a standard SP ballasted-deck timber trestle 375 ft long in which the six-post frame bents will be supported on concrete pedestals.

The only unusual fill required by the line change will be the embankment in the inundated area of the reservoir immediately adjacent to both ends of the Devil's River bridge. This fill will be about 4,500 ft long and will have a maximum height of 115 ft. It will be constructed entirely of limestone rock with a 28-ft crown and will be protected by 3 ft of heavy-rock slope on either side, making a total width of 36 ft at the crown with 2¼-to-1 slopes. Provision will be made to protect the slopes against the wave action of the lake. Subgrade elevation of the embankment is approximately six feet above the maximum lake level.

The new line will be slightly shorter than the 15.78 miles of line it will replace. Maximum curvature will be 2 deg compared with 5 deg for the present line. The maximum gradient on both lines is 1 per cent compensated for curvature.

The relocation project is being handled by contractors under the auspices of the International Boundary and Water Commission. Supervising construction of the three bridges and the relocated line are representatives of the U. S. Army Corps of Engineers. Working with them are two SP engineers who serve as liaison between the railroad and the International Boundary and Water Commission. They are James F. Scheumack, resident engineer, and Shirley A. Stutes, project supervisor.

It is expected that the new line will be turned over to the SP in April 1963.

RAILROADING AFTER HOURS WITH JIM LYNE

AS OTHERS SEE US—The Economist (London) observes of President Kennedy's message to Congress on transportation that, while it "contained little that was new," it made "constructive and intelligent use of a mass of studies and reports that his predecessors preferred to leave occupying an estimated 36,000 cu. ft. of pigeon-holes in the official files."

"When Mr. Khrushchev was in the United States in 1959, he put his thumb on the sorest spot of all", the Economist goes on. "He remarked that most of the 60 million motor-cars on American roads carried only one passenger or none. . . . Many millions of dollars have been spent on creating for the motorist a concrete paradise of fast motor-ways, by-passes, over-passes, under-passes and cloverleafs. But others besides discomfited railway companies are wondering more and more if concrete cannot be spread too far. . . . The water-carriers and the lorrymen are lobbying against the President's proposals. . . ."

ICC's TRANSPORT "CARTEL"—What the ICC is trying to do, in its regulation of competitive rates, is to maintain a transportation "cartel"—i.e., a legalized monopoly. Its efforts have injured patrons by keeping rates of regulated carriers high, but have failed to make these carriers prosperous—because too many other carriers have evaded the cartel's clutches; and are likely to continue to do so.

Such are the conclusions of a brilliant paper on ICC regulation of competitive rates by G. W. Hilton of the University of California, published in the June issue of the ICC Practitioners' Journal. For my money, it's the most comprehensive and penetrating analysis of the situation that has appeared since Jervis Langdon's 1955 article "The Obstacle Race in Transportation."

WHY DO THEY HATE SEC. 5a?—The toad in the cream pitcher of Author Hilton's otherwise attractive presentation (as I see it) is his advocacy of repeal of the Reed-Bulwinkle Act, which (as Sec. 5a of the Interstate Commerce Act) permits railroads to collaborate in establishing freight rates.

From first-hand observation of rate-making under Sec. 5a, I have yet to observe a single instance in which competition has been thwarted in the slightest degree by the "conference method," which this provision permits. And yet, quite a few otherwise fair-minded academic people oppose the arrangement for reasons that, to me, are completely obscure.

Freight rates are the most complex arrays of prices to be found anywhere. Any other commodity has (usually) one price, either at origin or destination, but every commodity moving by rail has hundreds and even thousands of prices (changing every 10 miles or so, and varying according to the amount loaded in a car); and railroads move thousands of commodities.

To require each railroad, singly, to build up its own rates, with no collaboration in essential research, would result either in haphazard rates or a colossal duplication of effort, and fantastic costs. Such a requirement would quickly ruin the railroads.

SEEMS WE'VE TRIED EVERYTHING ELSE—In this corner (June 25), reader Dwight Koerber of Pittsburgh suggested the so-called "Pittsburgh Experiment" as a possible means of progressing the settlement of management-union controversies in the railroad industry. This "Experiment" is a group which is working on a non-sectarian religious approach to industrial relations problems. I asked how its method could be applied in the railroad industry. I have an answer from the executive director of the group, Rev. Donald James (212 Benedum Trees Building, Pittsburgh 22, Pa.). He says, in substance:

If you'll poll those on both sides of the union-management fence, you'll probably find most of them have some degree of belief in a higher power. Suggest to those that have this belief that they meditate deeply on the problem they have to solve, and sincerely ask this power to lead them to the right answer.

A period of quiet individual prayer and meditation at the opening of a conference should prove helpful. Those who have no faith in prayer can, at least, meditate. If each participant concentrates on a search for the solution that is best, not for him selfishly, but for the common interest of all, and for the nation, results can be expected. It is particularly important that no believer in a higher power take a position at such a meeting, which he would be unwilling to submit to the judgement of that power.

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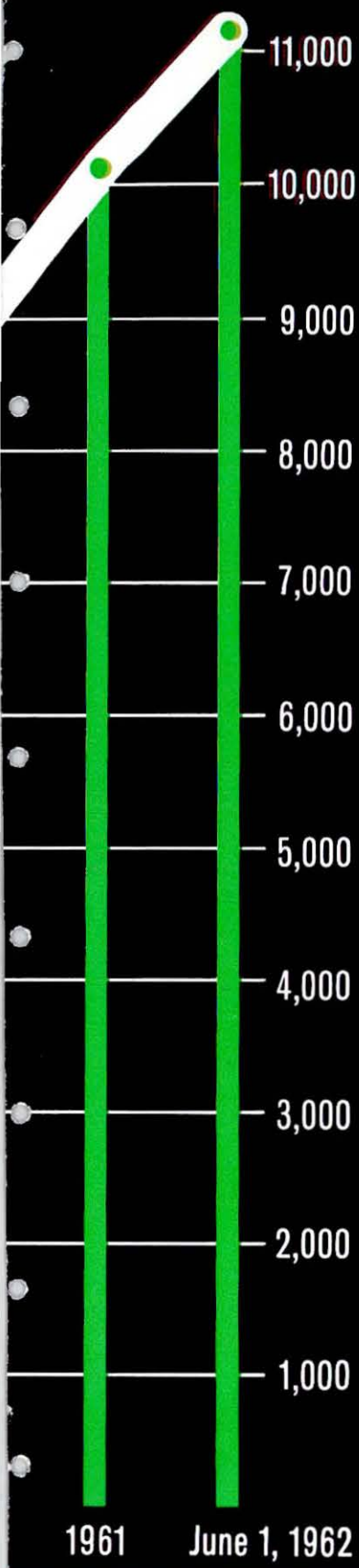

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RAIL MEMBER

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in the heart of ST. LOUIS, Missouri

How much does M. of W. cost on your railroad?

In his new book on railway cost-finding,* E. C. Poole has a table (page 44), showing Maintenance of Way and Structures expense per 1000 gross ton-miles of 30 different railroads.

This cost shows an amazing variation—from 49c to $3.14 per 1000 gross ton-miles. And high cost shows no automatic connection with light traffic density. One road with just under 3700 g.t.m. per mile of line has a MW&S cost of 52c per 1000 g.t.m.—and another with almost 8500 g.t.m. has a cost of 51¢!

Knowing costs (as the first step in reducing them) is the "wave of the future" for professional advancement in railroading.

***COSTS—A TOOL OF RAILROAD MANAGEMENT,** published by Simmons-Boardman Publishing Corporation, 30 Church Street, New York 7, New York. 193 pages (8½ inches x 11 inches, soft bound) plus many charts and graphs. Price $6 per copy—liberal discounts for orders in quantity.

Handy Reference to RR Associations

The following list gives names and addresses of secretaries and dates and places of next or regular meetings, when available.

AIR BRAKE ASSOCIATION.—John B. Ball, 224 S. Lincoln Ave., Aurora, Ill. September 17-19, Hotel Sherman, Chicago.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—W. B. Paul, Seaboard Air Line, Room 408, SAL Bldg., Richmond 13, Va.

AMERICAN ASSOCIATION OF PASSENGER RATE MEN.—R. E. Barratt, Room 436, Union Station, Chicago 6. October 18-20, John Marshall Hotel, Richmond, Va.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, 143 Liberty St., New York 6. September 24-27, Hotel Roosevelt, New Orleans.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Mrs. Ruth Weggeberg, 220 S. Michigan Ave., Chicago 4.

AMERICAN ASSOCIATION OF RAILROAD TICKET AGENTS.—J. D. Florance, Chicago, Rock Island & Pacific, La Salle Street Station, Chicago 5. September 24-25, Sheraton-Charles Hotel, New Orleans.

AMERICAN ASSOCIATION OF TRAVELING PASSENGER AGENTS.—R. T. Mollencott, Wabash, 1431 Railway Exchange, St. Louis 1. Sales meeting, September 3, Hotel Taft, New York.

AMERICAN COUNCIL OF RAILROAD WOMEN.—Martha Rieder, Pittsburgh & Lake Erie, P&LE Terminal Bldg., Pittsburgh 19. September 23-25, St. Louis.

AMERICAN INSTITUTE OF ELECTRICAL ENGINEERS—N. S. Hibshman, Exec. Secy., 345 E. 47th St., New York 17. Winter General Meeting, January 27-February 1, 1963, Statler-Hilton Hotel, New York.

Committee on Land Transportation.—K. O. Anderson, General Electric Co., Erie, Pa. (Secy. as of Aug. 1).

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Mrs. Ruth Weggeberg, 220 S. Michigan Ave., Chicago 4. September 10-12, Conrad Hilton Hotel, Chicago.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—W. C. Fletcher, Chesapeake & Ohio, Huntington 1. W. Va. May 19-22, 1963, Sheraton-Chicago Hotel, Chicago.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of Amertcan Railroads, Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5. October 9-11, 1963, Chicago.

AMERICAN RAILWAY MAGAZINE EDITORS ASSOCIATION.—William Girgash, Chesapeake & Ohio, 2016 Terminal Tower, Cleveland 1. October 10-12, Sheraton-Chicago Hotel, Chicago.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—W. J. Hickey, 2000 Massachusetts Ave., N. W., Washington 6, D. C. October 1-3, Sheraton-Dallas Hotel, Dallas.

AMERICAN SOCIETY FOR TESTING AND MATERIALS.—R. J. Painter, 1916 Race St., Philadelphia. Committee Week. February 3-8, 1963, Queen Elizabeth Hotel, Montreal, Que., Annual meeting, June 23-28, 1963, Chalfonte-Haddon Hall, Atlantic City N. J.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—O. B. Schier, II, 345 E. 47th St., New York 17. November 25-30, Statler-Hilton Hotel, New York.

Railroad Division.—K. L. Selby, National Castings Co., 10600 Quincy Ave., Cleveland.

ASSOCIATED TRAFFIC CLUBS OF AMERICA.—F. C. Day, 4914 Bethesda Ave., Bethesda, Md. September 16-18, Rice Hotel, Houston.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. H. Berghegger, Room 800, 721 Olive St., St. Louis 1. October 29-31, New Royal Orleans Hotel, New Orleans.

ASSOCIATION OF AMERICAN RAILROADS.—Richard E. Keefer, Transportation Bldg., Washington 6, D. C.

Law Department.—G. S. Prince, Exec. Vice President and General Counsel, Transportation Bldg., Washington 6, D. C.

General Claims Division.—K. A. Carney, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago 5.

Operations and Maintenance Department.—C. D. Buford, Vice President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—C. A. Lauby, Exec. Vice-Chairman, Transportation Bldg., Washington 6, D. C. W. E. Todd, Staff Secretary, 59 E. Van Buren St., Chicago 5.

Communication and Signal Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5. October 23-25, Sheraton-Chicago Hotel, Chicago.

Safety Section.—W. E. Todd, Staff Secretary, 59 E. Van Buren St., Chicago 5.

Engineering Division.—Neal D. Howard, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago 5. October 9-11, 1963, Chicago.

Mechanical Division.—F. H. Stremmel, 59 E. Van Buren St., Chicago 5.

Car Service Division.—E. P. Miller, Chairman, Transportation Bldg., Washington 6, D. C.

Freight Claim Division.—J. C. Hindman, 59 E. Van Buren St., Chicago 5.

Finance, Accounting, Taxation and Valuation Department.—Wayne Irwin, Vice President, Transportation Bldg., Washington 6, D. C.

Accounting Division.—Philip A. Lyon, Transportation Bldg., Washington 6, D. C.

Treasury Division.—Philip A. Lyon, Transportation Bldg., Washington 6, D. C. September 27-29, The Broadmoor, Colorado Springs, Colo.

Purchases and Stores Division.—J. H. Bean, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago 5.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.—Mrs. M. L. Urmey, Exec. Secy., 1112 ICC Bldg., Washington 25, D. C. May 23-24, 1963, Statler Hilton Hotel, Los Angeles.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.—A. W. Eckstein, Illinois Central, 135 E. Eleventh Pl., Chicago 5. May 27-29, 1963, Greenbrier Hotel, White Sulphur Springs, W. Va.

ASSOCIATION OF TRACK AND STRUCTURE SUPPLIERS.—H. R. Miller, Linde Co., 230 N. Michigan Ave., Chicago 1.

CANADIAN RAILWAY CLUB.—W. J. Cadogan, P. O. Box 162, Montreal 3, Que. Regular meetings, second Monday of each month except February, June, July and August, Queen Elizabeth Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—H. D. Smith, 1101 Donnell St., St. Louis 37. Regular meetings, third Tuesday of each month except June, July and August, Fred Harvey's Restaurant, 2nd floor, Union Station, St. Louis.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—E. W. Gebhardt, 297 Highland Ave., Elmhurst, Ill. September 17-19, Hotel Sherman, Chicago.

CAR FOREMAN'S ASSOCIATION OF OMAHA., COUNCIL BLUFFS AND SOUTH OMAHA INTERCHANGE.—C. G. Poetzel, Chicago & North Western, 11th St., and Avenue J., Council Bluffs, Ia. Regular meetings, second Tuesday of each month except July and August, Chieftain Hotel, Council Bluffs.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—A. F. Jungblut, 218 Main St., Glen Ellyn, Ill. Regular meetings, second Monday of each month except June, July, August and October, La Salle Hotel, Chicago.

CENTRAL RAILWAY CLUB OF BUFFALO.—F. I. McCrone, Exec. Secy., Room 17, 2nd floor, Hotel Statler-Hilton, Buffalo 6. Regular meetings, second Thursday of each month except June, July and August, Hotel Statler-Hilton.

CHICAGO RAILROAD CAR ACCOUNTING OFFICERS.—A. C. Streetz, Chairman, Monon RR., 332 S. Michigan Ave., Chicago 4. Regular meetings, last Wednesday of each month except July and August, Traffic Club, Palmer House, at 12:00 noon.

CHICAGO RAILROAD DIESEL CLUB.—E. C. Fosdick, 225 Illinois Blvd., Hoffman Estates, Roselle, Ill. Regular meetings, first Tuesday after first Saturday of each month except July, August and September, Hamilton Hotel, 5:30 P.M.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—T. F. Schaekel, Pennsylvania RR., 15 No. 32nd St., Philadelphia 4. November 8-9, Southern Hotel, Baltimore.

EASTERN CAR FOREMAN'S ASSOCIATION.—F. Frey, Central of New Jersey, Room 8, Jersey City Terminal, Jersey City 2. Regular meetings, second Tuesday of January, February, March, May, October and November, Pennsylvania RR. Y.M.C.A., Pennsylvania Station, N. Y.

GREAT LAKES RAILWAY CLUB.—A. W. Seith, New York, Chicago & St. Louis, Cleveland 1. Regular meetings, first Tuesday of each month except June, July and August, Carter Hotel. Dinner, 6:30 P.M.; meeting 7:30.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. September 17-19, Hotel Sherman, Chicago.

MAINTENANCE OF WAY CLUB OF CHICAGO.—J. S. Kopec, Chicago, Milwaukee, St. Paul & Pacific, Room 898, Union Station, Chicago 6. Regular meetings, October through April, Midland Hotel, Chicago.

METROPOLITAN MAINTENANCE OF WAY CLUB.—R. Craib, Railway Age, 30 Church St., New York 7. Meets October 25, December 6, February 28, April 25, June 6 (outing).

MILITARY RAILWAY SERVICE VETERANS.—F. W. Okie, Bessemer & Lake Erie, P. O. Box 536, Pittsburgh 30. September 28-30, Deauville Hotel, Miami Beach.

MISSISSIPPI VALLEY MAINTENANCE OF WAY CLUB.—W. H. Stumm, Gulf, Mobile & Ohio, P. O. Box 17, Bloomington, Ill. Regular meetings, second Monday of each month, September through May, Louis IX Room, Fred Harvey's Restaurant, Union Station, St. Louis.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—R. Everette Kreeger, 5310 ICC Bldg., P. O. Box 684, Washington 4, D. C. November 12-15, Roosevelt Hotel, New Orleans.

NATIONAL ASSOCIATION OF RAILROAD ENGINEERS OF TEST.—J. A. Angold Chairman, Atchison, Topeka & Santa Fe, Topeka, Kan. October 17, Penn Sheraton Hotel, Pittsburgh.

NATIONAL ASSOCIATION OF RAILROAD TRIAL COUNSEL.—J. J. McCarthy, Exec. Dir., Room 1509, 55 Liberty St., New York 5. August 27-29, Bellevue Stratford Hotel, Philadelphia.

NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN.—Mrs. Esther Ruetty, Room 714, 50 E. Broad St., Columbus 15, O. May 21-23, 1963, Diplomat Hotel and Country Club, Hollywood, Fla.

NATIONAL ASSOCIATION OF RAILWAY TAX COMMISSIONERS.—J. P. Reedy, Chicago, Burlington & Quincy, Room 1205, 547 W. Jackson Blvd., Chicago 6. February 5-6, 1963, Shoreham Hotel, Washington, D. C.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—A. M. Cloninger, Longview Fibre Co., Longview, Wash. October 16-18, Conrad Hilton Hotel, Chicago.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—Lily M. Beauchamp, 1612 K St., N. W. Washington 6, D. C. October 28-31, Sheraton-Palace Hotel, San Francisco.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—L. J. Dorr, Suite 909, Sheraton Bldg., 711 14th St., N. W., Washington 5, D. C. November 15-16, Hilton Hotel, Pittsburgh.

NATIONAL RAILROAD LUBRICATION COUNCIL.—A. G. Swavely, Ashland Oil & Refining Co., 1401 Winchester Ave., Ashland, Ky.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—S. C. Johnson, Asst. Secy., 332 S. Michigan Ave., Chicago 5.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION.—H. C. Daulton, Chairman, Louisville & Nashville, P. O. Box 1198, Louisville 1. October 30-November 1, La Salle Hotel, Chicago.

NEW ENGLAND RAILROAD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10. Regular meetings, second Tuesday in October, December, February and April, Hotel Vendome, Boston. Dinner 6:30 P.M.; program 7:30. Annual banquet second Thursday of May each year.

NEW YORK RAILROAD CLUB.—F. R. McCarthy, Exec. Secy., 30 Church St., New York 7. Regular meetings, October, February and April (specific dates to be announced), Windsor Ballroom, Hotel Commodore, New York. Reception, 5:30 P.M.; dinner 6.30; meeting 7:45. Annual meeting and dinner, first Thursday in December unless otherwise specified. 1962 annual meeting and dinner, December 6.

NORTHWEST CARMEN'S ASSOCIATION.—N. J. Maglich, Minnesota Transfer Ry., 2085 Capp Road, St. Paul 14. Regular meetings, first Monday of each month except June, July, August, YMCA Midway Branch, 1761 University Ave., St. Paul.

NORTHWEST MAINTENANCE OF WAY CLUB.—E. L. Roland, 27 Milwaukee Station, Minneapolis 1. Regular meetings, fourth Thursday of each month, September through April, except November and December which are third Thursday, Coleman's Cafe, 2239 Ford Parkway, St. Paul.

PACIFIC RAILWAY CLUB.—S. E. Byler, 121 E. Sixth St., Los Angeles 14. Meetings in alternate months in San Francisco and Los Angeles. One meeting a year at Sacramento and at Roseville.

RAILROAD PERSONNEL DEVELOPMENT GROUP.—E. H. Brooks, President, Southern Pacific, San Francisco. October 17-19, Seigniory Club, Montebello, Quebec, Canada.

RAILROAD PUBLIC RELATIONS ASSOCIATION.—J. N. Ragsdale, Association of American Railroads, Transportation Bldg., Washington 6, D. C.

RAILWAY CLUB OF PITTSBURGH.—G. E. Morrison, 2710 Koppers Bldg., Pittsburgh 19. Regular meetings, third Wednesday of each month except June, July, August, September and December, Roosevelt Hotel. Dinner, 6:30 P.M.; meeting, 8.

RAILWAY FUEL AND OPERATING OFFICERS' ASSOCIATION.—L. H. Peters, New York Central, Room 1213, 139 W. Van Buren St., Chicago 5. September 17-19, Hotel Sherman, Chicago.

RAILWAY PROGRESS INSTITUTE.—T. A. Nooner, Jr., First National Bank Bldg., Chicago 3. November 15-16, Waldorf-Astoria, New York.

RAILWAY SIGNAL AND COMMUNICATIONS SUPPLIERS' ASSOCIATION.—W. H. Allen, Room 322E, 30 Church St., New York 7. Exhibit in conjunction with meeting of AAR Communication and Signal Section, October 23-25, Sheraton-Chicago Hotel, Chicago.

RAILWAY SUPPLY ASSOCIATION.—Albert Schiffers, Jr., 332 S. Michigan Ave., Chicago 4.

RAILWAY SYSTEMS AND MANAGEMENT ASSOCIATION.—G. C. Vietsch, Exec. Dir., 163 E. Walton St., Chicago 11. Fall meeting, November 14-16, Knickerbocker Hotel, Chicago.

RAILWAY TIE ASSOCIATION.—R. M. Hamilton, 1373 Grandview Ave., Columbus 12, O. October 24-26, Hotel Leamington, Minneapolis.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION.—Mrs. Ruth Weggeberg, 220 S. Michigan Ave., Chicago 4. September 10-12, Conrad Hilton Hotel, Chicago.

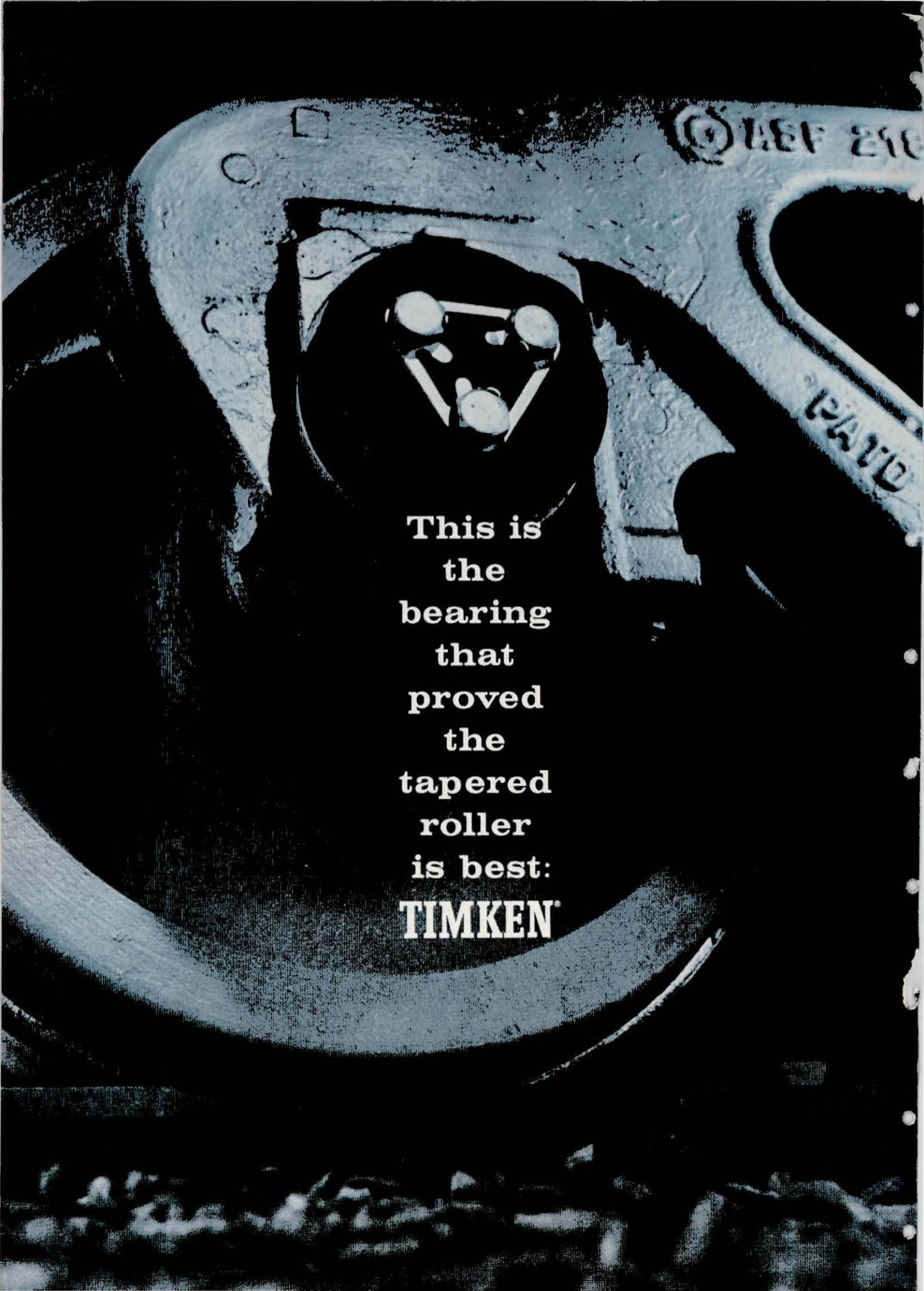
ST. LOUIS RAILROAD DIESEL CLUB.—F. C. Whitlock, 612 North 23rd St., East St. Louis, Ill. Regular meetings, first Monday in January, March, May and November, second Monday in September. Fred Harvey's King Louis IX Room, Union Station. Dinner, 7 P.M.; meeting, 8.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—D. G. Sudderth, P. O. Box 1205 Atlanta 1. Regular meetings, 9:30 A.M. third Thursday in January, March, May, September and November (annual meeting) in Atlanta. Outing in July.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—F. I. Umhau, Southern Ry., Atlanta 3. January 23-24, 1963.

TORONTO RAILWAY CLUB.—W. F. Saunders, P. O. Box 8, Terminal "A," Toronto 1. Ont. Regular meetings, fourth Monday of each month except February, June, July, August and December, Royal York Hotel. Annual dinner last Saturday in November.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1. Regular meetings held in February, March, April, May, October, November and December (Ladies night).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Why Not a Voluntary Variable Per Diem?

To the Question and Answer Editor:

The recent article about Mr. Brosnan and the Southern's large cars [RA, June 4, p. 19] brought up a point that is becoming more and more important: that of the ordinary per diem being inadequate to compensate the owner for off-line use of expensive cars. Rather than individually negotiate agreements for specific car types for specific moves, I would suggest that a standard scale of higher per diem charges be set up under AAR supervision. This subject has been a sore point for years, but voluntary acceptance of such a scale by AAR members might be one way to at least partially solve the problem. That is, those carriers that wished to participate in traffic created by the large cars would become party to the higher scale. Those that did not wish to participate would not be forced to do so.

A suggested simplified scale could be applied to all cars by giving them a multiple of the existing per diem rate. Indeed, each car number could perhaps carry a suffix which would indicate quickly to any car accountant or car distributor the classification of such a car. One approach might be as follows:

Class A, standard per diem of	$ 2.88
Class B, 2A or	5.76
Class C, 3A or	8.64
Class D, 4A or	11.52
Class E, 5A or	14.40
Class F, 6A or	17.28
Class G, 7A or	20.16

While not exactly equal to present individually agreed upon charges they are close enough to be workable. For instance, bi-level cars would be Class F and tri-levels would be Class G. The Southern's cars described on page 26 [RA, June 4] which are valued at "from $6 to $8 per day" would fall into Class B or C. The car number might read "SOU 8099 C." Such a code would be quickly picked up by most presently used electronic data processing car accounting equipment.

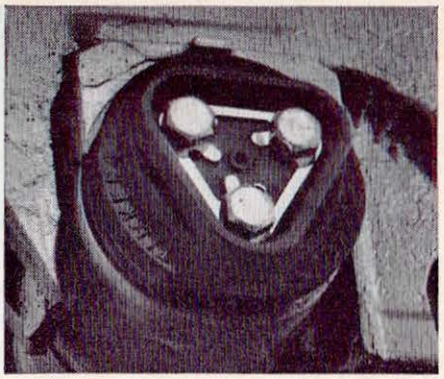
Some other arbitrary scale of rates might be more useful but it appears that a multiple of the regular rate might keep up with any future inflation without revision. Any arbitrary scale with values such as $5.00, $7.50, $10.00 would soon pick up odd cents with percentage increases.

There might very well be widespread disagreement about the category into which each new car fleet might fit. Almost any new 50-ft box car with interior bracing equipment would be superior to a 40-year-old sway-backed 40-ft box car, and the owner of the modern car might well contend that it belonged in "Class B" rather than "A." However, the basic ingredients in car ownership costs are pretty well agreed upon, as witness the rapid expansion in intercharge of the bi- and tri-level cars. It would seem that a suitable AAR committee could judge the status of each new car.

The use of expensive specially designed cars will undoubtedly become more common in the immediately coming years, and lack of an industry-wide standard per diem agreement could stifle the use of such cars, and impede the flow of the traffic they can generate.

The idea in general is not at all new, and has been the subject of continuing debate within railroad circles. My suggestion is therefore two-fold, one part being the per diem based upon multiples of the existing rate and the other is that carriers which wished to participate could do so on a voluntary independent action basis. It could work. [*This question was submitted by an off-line agent who prefers not to be otherwise identified.*]

A forum for railroaders who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.



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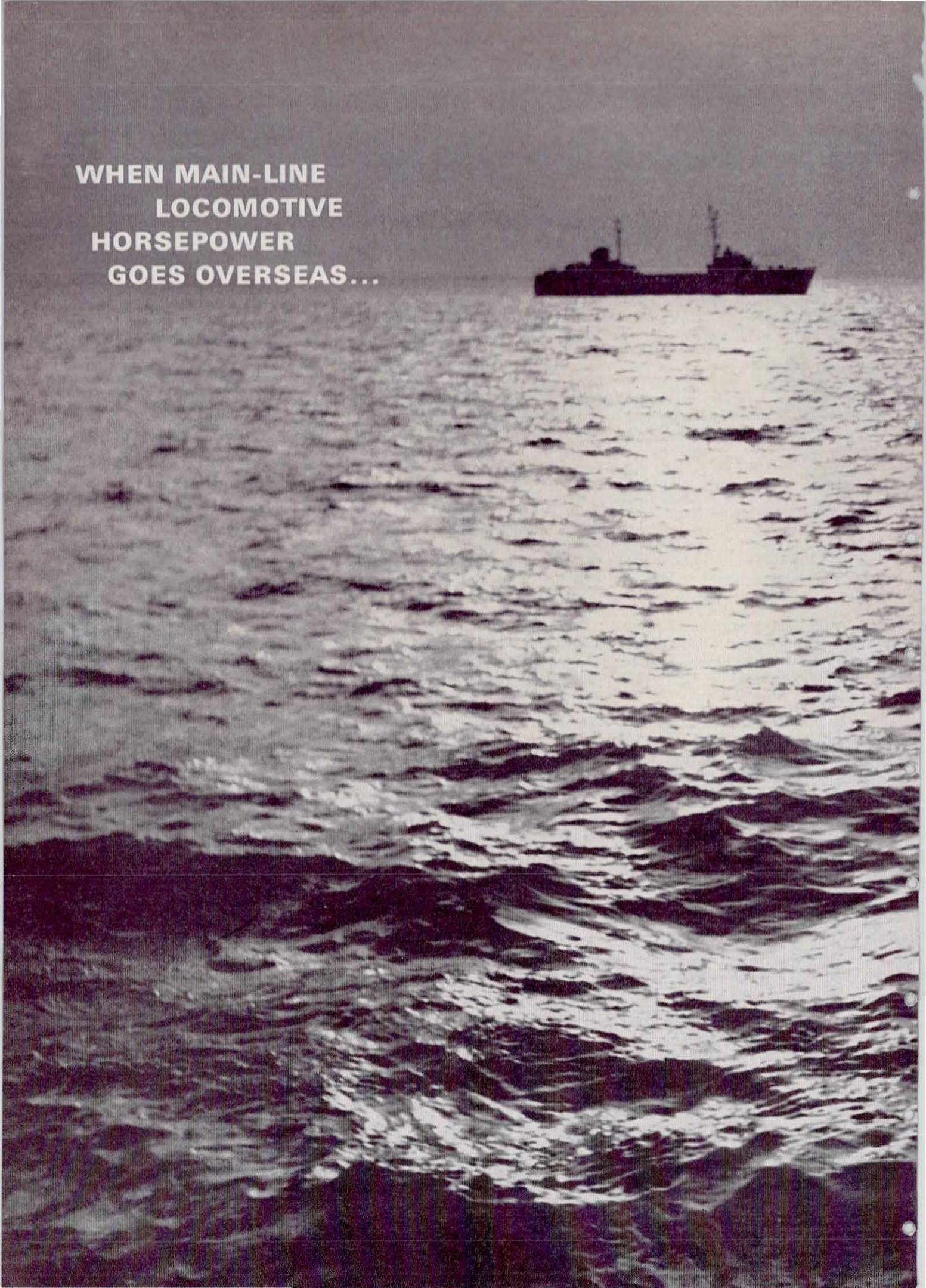
WHEN MAIN-LINE
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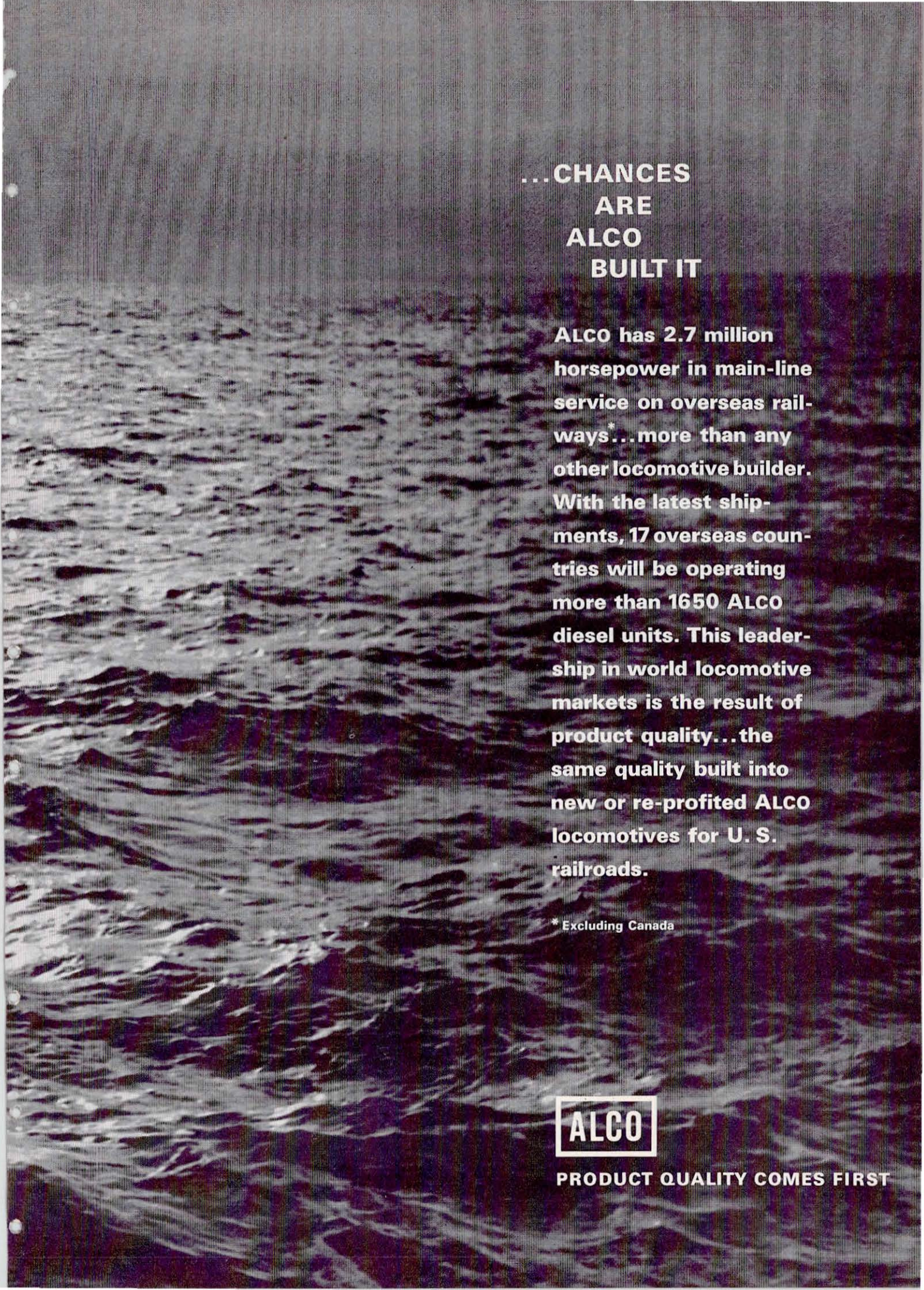
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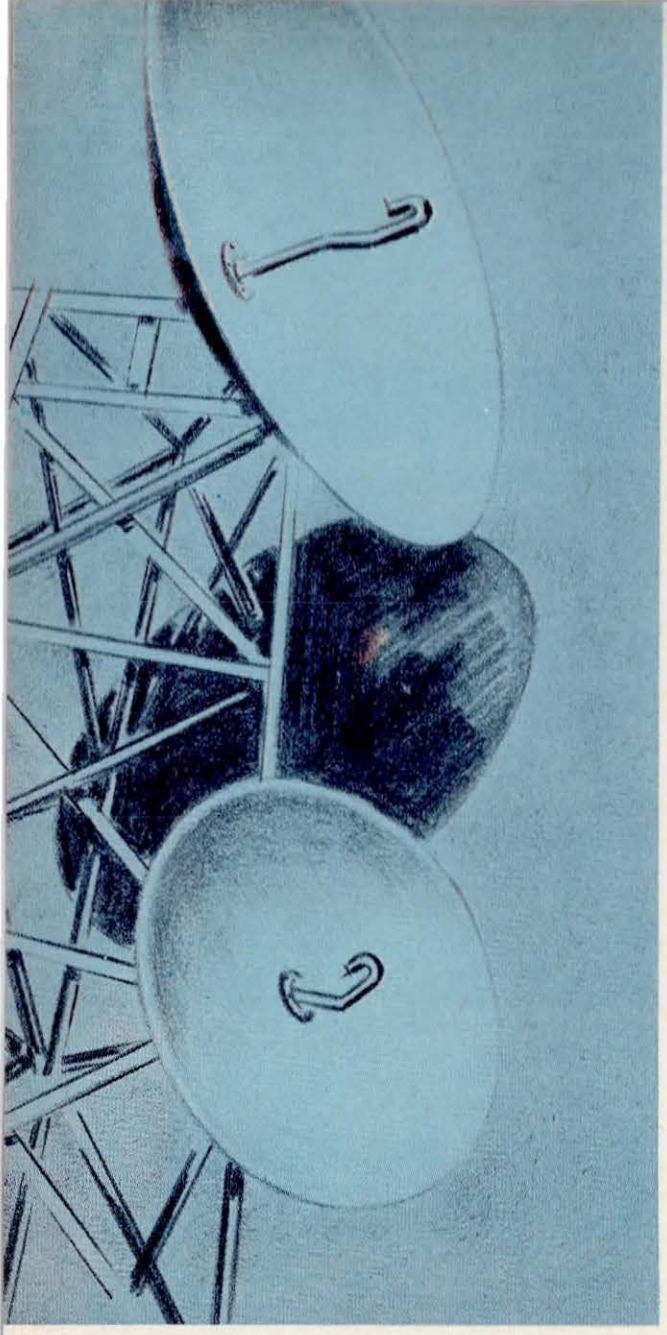

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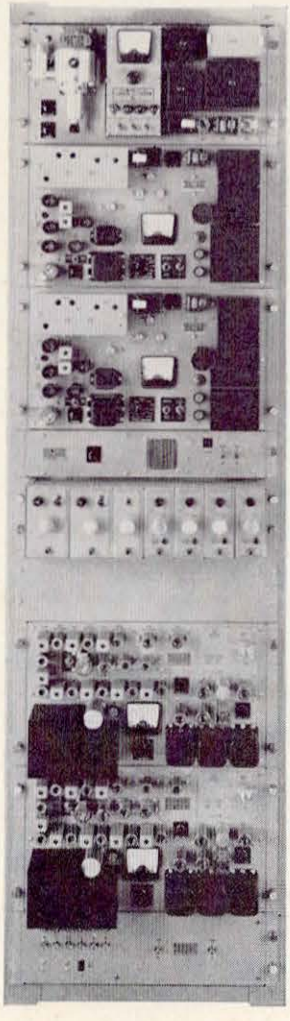

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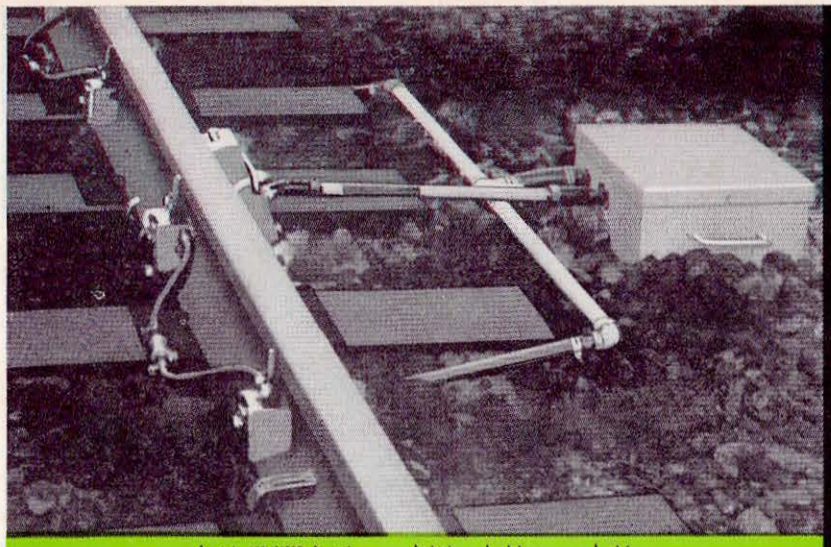

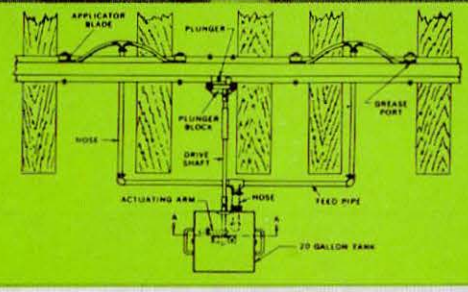

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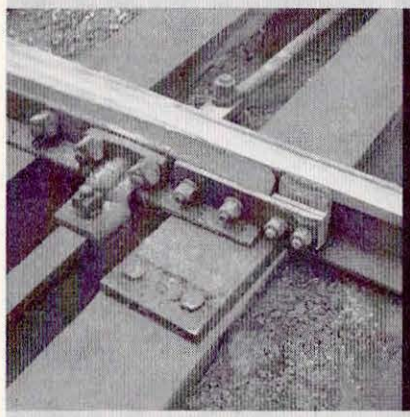

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NAME_____

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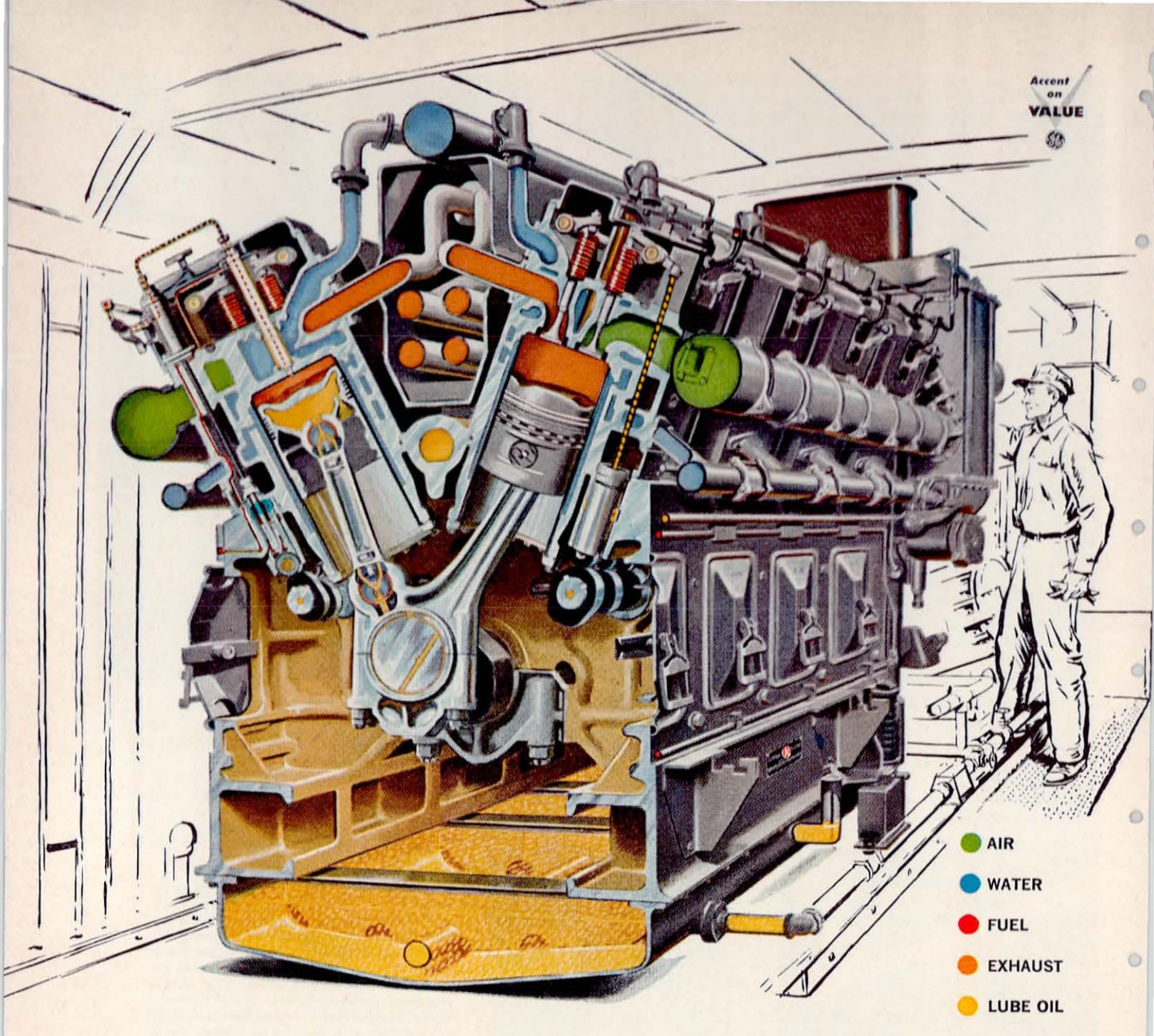
CITY_____ ZONE____ STATE_____



GENERAL ELECTRIC DIESELS: PROVED VALUES

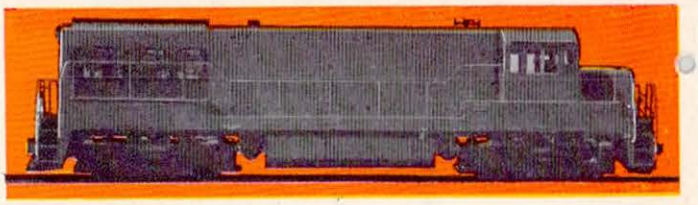
In high-speed freight or heavy drag service, the General Electric four-cycle diesel engine puts added value into General Electric's U25B locomotive.

In the last 16 years, over 5000 power assemblies like the ones shown above have proved the superiority of this engine's fully-effective power stroke, unitized cylinder construction, rugged cast iron pistons, chrome-plated cylinder liners, massive dry frame, cast-in and drilled oil passages, and other major design advances. In addition, the U25B's 16-cylinder G-E engine is conservatively applied at 2500 hp net for traction which makes it the highest rated U.S. locomotive engine.

117-11

For more information about this new standard of motive power, call your G-E Transportation Sales Engineer or write to Locomotive Sect., General Electric Co., Erie, Penna. for Bulletin GEA-7183.

GENERAL ELECTRIC



RECTIFIER LOCOMOTIVE

(*Continued from page 17*)

voltage transients, they added.

Technically, the silicon rectifier is one of the family of junction-type semiconductors that has made rapid progress in various railroad applications during recent years.

The rectifying action of the semiconductor is accomplished in the interior of a crystal of some semiconductor substance, such as silicon or germanium. Rectification occurs at the junction zone of two types of impurities diffused into the crystal from opposite sides. An "N" type impurity introduces an excess of electrons on one side of the junction. A "P" type impurity causes a deficiency of electrons (commonly called "holes") on the other side.

Electrons flow easily across the junction when a low voltage is applied in one direction (forward polarity). Voltage in the opposite direction (reverse polarity) drives the electrons and holes away from the junction, leaving an electron "desert". Current flow is limited to an extrememly small amount, although reverse voltages of as much as 1000 volts may be applied.

The "solid-state" rectifiers have a built-in supply of electrons. In vacuum tubes, on the other hand, electrons must be "boiled off" from a red hot filament which is both delicate and wasteful of power. In ignitron tube rectifiers, a pool of mercury must be "ignited" by an arc, much like an automobile spark, to secure a supply of electrons.

Any of these two-electrode devices (called "diodes") convert alternating current to pulsating direct current. The simplicity, efficiency and long life of the semiconductor type present attractive advantages over tube-type rectifiers.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable Sept. 1 to holders of record July 27.

NORFOLK & WESTERN.—common, $1, quarterly, payable Sept. 10 to holders of record Aug. 9; 4% adj. preferred, 25¢, quarterly, payable Aug. 10 to holders of record July 19.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—preferred, $1.75, quarterly, payable Sept. 4 to holders of record Aug. 20.

ST. LOUIS-SAN FRANCISCO.—25¢, quarterly, payable Sept. 17 to holders of record Sept. 4.

TENNESSEE, ALABAMA & GEORGIA.—25¢, paid June 22 to holders of record June 6.

UNION PACIFIC.—common, 25¢, paid July 2 to holders of record June 11.

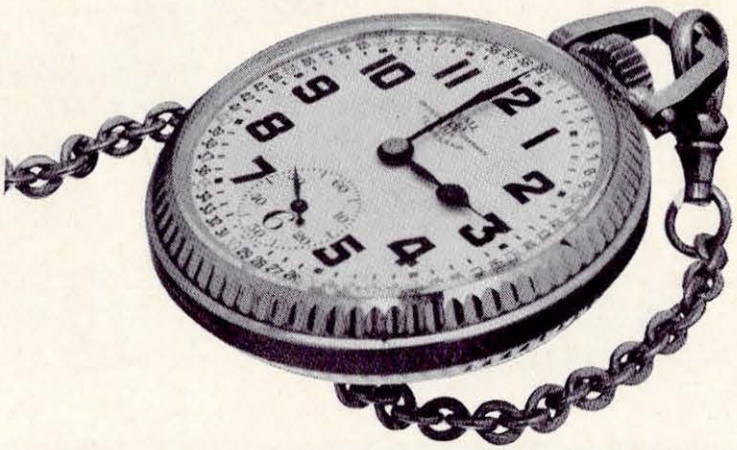
WABASH.—$2.50, paid June 28 to holders of record June 21.

WESTERN MARYLAND.—common, 25¢, quarterly; 7% 1st preferred, 70¢, quarterly; 5% 1st preferred, 15¢, quarterly; 4% 2nd preferred, 40¢, quarterly, all paid June 29 to holders of record June 19.

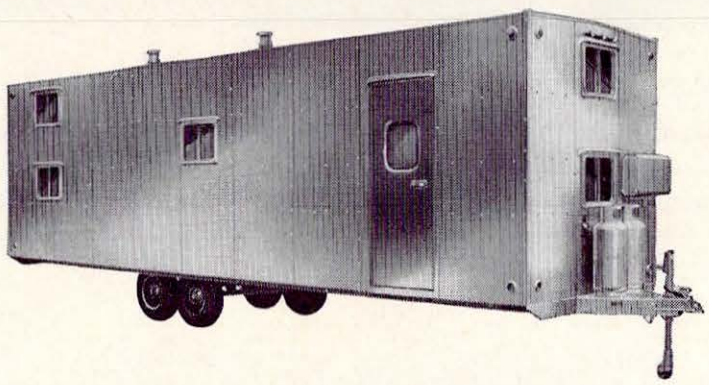
WHEELING & LAKE ERIE.—common, $1.43¾, quarterly; 4% prior lien, $1, quarterly, both payable Aug. 1 to holders of record July 6.

CampCars

CUT TRAVEL TIME



MULTIPLY WORK TIME



CampCars can house workers on the job, at the trackside, in comfort. By eliminating costly, time-consuming work crew commuting and high hotel bills, they will pay for themselves in ONE YEAR!

Several floor plans from which to choose. Full facts plus pictures for the asking. Drop a line today and get on your way to substantial cost reductions in railway maintenance.

Write us at 835 Englewood Avenue, Buffalo 23, N. Y.

INTERNATIONAL CAR DIVISION
MORRISON INTERNATIONAL CORP.

RMC

SNOW BLOWER

clears track fast

A *Cyclone* for low-cost snow removal! 115 mph air blast clears snow easily—blowing track and switches clean, to frozen ballast. *Performance:* has cleaned as many as 20 switches in 25 minutes, handling 4″ snow. Delivery guaranteed in October, 1962 on orders received in August. For detailed specifications, contact an RMC representative or write direct.

RMC CYCLONE SNOW BLOWER—PRICED FROM $4510

Skid-mounted, for use with heavy-duty push car
Wheel-mounted, on steel chassis with 16″ rail wheels
Self-propelled, 16″ rail wheels, with cab

RAILROAD TO PROGRESS RPI MEMBER

RAILWAY MAINTENANCE CORPORATION
BOX 1888
PITTSBURGH, PA.

NH Tests 'Solid Coal Train' Concept

Three freight trains, hauling only coal in a near-mile-long string of hopper cars, are rolling into Connecticut this month to inaugurate the New Haven's first "solid coal trains."

The single-commodity trains destined to each of the state's three largest utilities mark an important advance in local rail transportation, according to Charles E. Ragland, New Haven vice president of freight traffic. "The increased efficiency of such volume movements should prove the superiority of rail transportation over its competitors," Mr. Ragland said.

The first train carried 120 cars from coal mines in Pennsylvania for the Connecticut Light & Power Co. power plant at Devon. It arrived July 4 via the New Haven's interchange with the New York Central at Woodlawn, Bronx, N.Y.

Later this month separate additional trains for the Hartford Electric Light Co. plant at Middletown and the United Illuminating Co. plant at Bridgeport, will be delivered from the Baltimore & Ohio coal fields in Pennsylvania via the New Haven's freight interchange at Maybrook, N.Y.

"The many possible combinations of origin, route and delivery demonstrate the versatility of railroad movement of bulk fuel," Mr. Ragland said. "These trains are concrete evidence of the lack of need of any federally supported coal-slurry pipeline, a scheme which can deprive the New Haven and other eastern railroads of badly needed revenues."

The three trains operated this month on an experimental basis will provide information on costs, schedules, and routes to be used in the establishment of regular solid coal trains for utilities on the New Haven system.

Each car of the trains will carry 60 tons of coal, enough to heat 10 average houses for a year. But each 7,200-ton train will provide fuel for the power needs of each utility company for less than a week.

Current Publications

New Books

FREIGHT TRANSPORTATION IN THE SOVIET UNION, Including Comparisons with the United States, by Ernest W. Williams, Jr. 221 pages, tables. A study by the National Bureau of Economic Research. Princeton University Press, Princeton, N.J. $4.50.

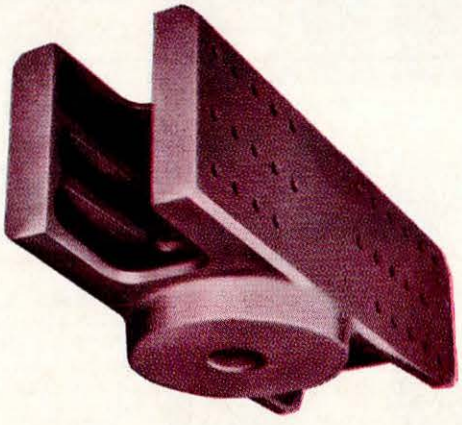
EFFECTIVE INFORMATION MEANS EFFECTIVE CONTROL. 118 pages, illustrations, drawings, tables. Railway Systems and Management Association, 163 East Walton st., Chicago 11. $5.

BUCKEYE HOT DIE PRESSED BOLSTER CENTER FILLERS

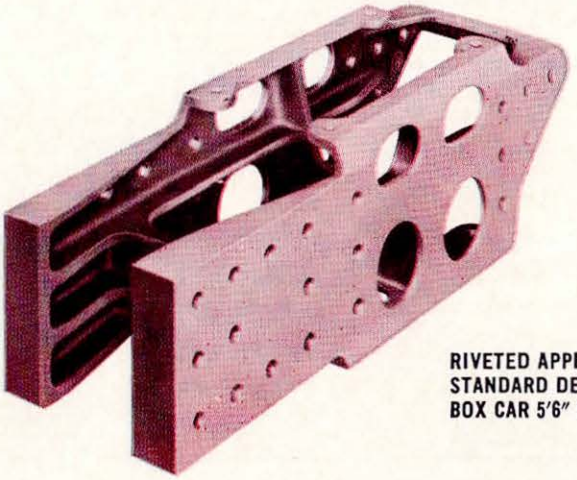
Economical . . No machining required . . all rivet holes drilled.

Accurate . . All fitting surfaces pressed to A.A.R. tolerances.

Wide Selection . . Choice of riveted or welded application . . with or without integral cast center plate . . 5'0" or 5'6" overhang.



RIVETED APPLICATION
INTEGRAL CAST CENTER PLATE DESIGN
FOR HOPPER CAR 5'0" OVERHANG



RIVETED APPLICATION
STANDARD DESIGN FOR
BOX CAR 5'6" OVERHANG

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The Buckeye Steel Castings Co.
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SAN FRANCISCO, CALIF.
MEMBER

PEOPLE IN THE NEWS

ATLANTIC COAST LINE.—W. J. Turner, assistant general manager, appointed vice president—operations, Jacksonville, Fla. (RA, July 9, p. 28). **S. J. Eldredge,** general eastern freight agent, New York, appointed eastern traffic manager there. **C. W. Morton, Jr.,** appointed general agent, Palatka, Fla. **W. E. Sullivan** and **T. E. Breene, Jr.,** appointed sales representatives, Trailer-Train service at Miami, Fla., and Lakeland, respectively.

W. J. Turner
ACL

A. S. Bathe
CN

Donald E. Burkitt
M-K-T

Elmer A. Bohmeyer
Wabash

Harley J. Urbach
Timken

Ralph E. McKelvey
Timken

John J. O'Brien
Brenco

R. E. Frase
Signode

L. C. Rowan appointed acting chief of property protection, Jacksonville.

CANADIAN NATIONAL.—Richard J. Eberhardt, passenger sales manager, **Grand Trunk Western,** appointed sales manager for offline offices of CN in the United States at Chicago.

A. S. Bathe appointed bridge and structures engineer, Prairie region, Winnipeg. Mr. Bathe will be assisted by **A. N. Pepper,** assistant bridge engineer, and **N. G. Dutcher,** architect.

H. J. Cohn, regional budget officer, Winnipeg, appointed assistant to **D. V. Gonder,** vice president, Prairie region, Winnipeg.

J. O. Pitts, industrial agent, Saskatoon, Sask., appointed superintendent, Regina, Sask., terminals. Mr. Pitts will perform some of the duties previously handled by **A. E. Street,** who is assuming wider responsibilities within the Saskatchewan area. **Richard G. Gregory** succeeds Mr. Pitts as industrial agent.

F. Macdowell, senior architect (special), appointed assistant chief architect, system, Montreal, succeeding **G. F. Lithgow,** retired.

Effective June 1, the real estate function became a regional responsibility, with **L. Forques** reporting to **J. A. McDonald,** vice president, St. Lawrence region, Montreal.

CENTRAL OF GEORGIA.—Norman E. Griffin appointed transportation inspector, Savannah.

JERSEY CENTRAL LINES.—James L. Barngrove, Jr., assistant to chairman of the board, elected vice president—freight traffic, Jersey City, N.J., effective Aug. 1, succeeding **John F. Hourigan,** retiring.

MISSOURI-KANSAS-TEXAS.—Donald E. Burkitt, assistant controller, Kewanee Oil Co., Tulsa, Okla., appointed controller, Katy, Denison, Tex., effective Aug. 1, to succeed **J. T. Stephenson,** retiring.

MISSOURI PACIFIC.—J. W. Dolson appointed assistant to chief engineer, St. Louis.

K. M. Converse named assistant superintendent, Little Rock Terminals, North Little Rock, Ark.

PITTSBURG & SHAWMUT.—R. J. Caretti appointed assistant to president, Kittanning, Pa. Mr. Caretti will handle transportation matters and other duties assigned to him by the president, **W. E. Buhite. L. B. Mohney,** maintenance engineer, Brookville, Pa., appointed trainmaster there.

READING.—J. William Poland of Philadelphia, named district traffic manager in charge of the newly opened West Coast regional office in the Monadnock Building, 681 Market Street, San Francisco. This office will handle sales and service of railroad, trailer-on-flat car and highway shipments in an area including California, Washington, Oregon, Idaho, Montana, Arizona, Nevada and Utah. The new territory will also include the Canadian provinces of British Columbia, Alberta and Saskatchewan.

REA EXPRESS.—C. Edward Ashdown, a distribution economist with Esso International, Inc., appointed distribution consultant for REA Express at New York.

ROCK ISLAND.—Val M. Conley, formerly freight traffic manager, Dennis Truck Line, Inc., named general freight agent, RI, Chicago, to succeed **James V. McEntee,** appointed general eastern traffic agent, New York.

SANTA FE.—L. D. Comer, assistant vice president-personnel, Chicago, retired June 30 following 43 years' service. **O. M. Ramsey,** assistant to general manager, Amarillo, Tex., appointed assistant to vice president—personnel, Chicago.

SOUTHERN PACIFIC.—Charles F. Head, assistant traffic manager, Portland, Ore., named assistant to the general traffic manager, Chicago.

Merle Kelly, district freight and passenger agent, Beaumont, Tex., transferred to Houston, to succeed **W. W. Guinn,** advanced to assistant to general traffic manager, Houston. **B. L. Morris,** traveling freight and passenger agent, Beaumont, replaces Mr. Kelly. **E. L. Bourg** appointed assistant to general traffic manager, Houston.

Raymond E. Marks, assistant to vice president, San Francisco, named tax commissioner there, succeeding **Fortunatus B. Magruder,** who retired June 30.

WABASH.—Elmer A. Bohmeyer, formerly general sales manager, Missouri-Kansas-Texas, Denison, Tex., appointed assistant to vice president-traffic, Wabash.

UNION PACIFIC.—Alexander G. Proskurniak appointed district traffic agent, Vancouver, B. C., Canada.

WESTERN PACIFIC.—Arthur H. Lund, sales manager, Central region, Chicago, retired June 30.

Supply Trade

Harley J. Urbach, director—engineering, **Timken Roller Bearing Co.,** has been elected vice president—engineering, Canton, Ohio, succeeding **Albert L. Bergstrom,** who retired June 30. **Ralph E. McKelvey,** assistant director—engineering, has been named director—engineering.

John J. O'Brien has been appointed sales engineer of **Brenco, Inc.,** Chicago. Mr. O'Brien was formerly research engineer with the Association of American Railroads.

R. E. Frase has been promoted to the newly created position of sales manager, Railroad Sales Division, **Signode Steel Strapping Co.,** Chicago.

Robert A. Nitsch has been appointed sales manager of **Ellcon-National, Inc.,** New York.

OBITUARY

Herbert Fitzpatrick, 90, who retired in 1940 as chairman of the **Chesapeake & Ohio,** died July 6 at the railroad's hospital in Clifton Forge, Va.

William J. Savage, 66, who retired in May 1961 as vice president and manager, **Primary Battery Division of Thomas A. Edison Industries,** died July 4 at St. Vincent's Hospital, Montclair, N.J.

Shirl A. Thompson, 49, former assistant to the president on railroad products and services, **Sperry Rail Service,** died July 5 at his home in Danbury, Conn.

Never before

has any gear received so rugged an official test in the history of the railroad industry*

*A·A·R CHECK TEST OF WAUGH-GOULD TYPE 700 FRICTION RUBBER GEARS AFTER 2 YEARS SERVICE ON 100 TON TANK CARS.

The **WAUGH-GOULD**

700

TYPE

FRICTION-RUBBER DRAFT GEAR

WAUGH EQUIPMENT COMPANY

NEW YORK • CHICAGO • ST. LOUIS • Canadian Waugh Equipment Company: Montreal

Freight Operating Statistics of Large Railroads—Selected Item

Region, Road and Year		Miles of road operated	Locomotive Miles: Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev	Road-locos. on lines: Serviceable: Unstored	Road-locos. on lines: Serviceable: Stored	Road-locos. on lines: B.O.	Road-locos. on lines: Per cent B.O.
New Eng. Region	Boston & Maine	1962	1,542	637,210	638,646	10,247	21,889	58.4	1,669,672	684,102	68	..	14	17.1
		1961	1,547	648,114	653,014	14,648	21,929	57.9	1,656,417	666,971	76	2	15	16.1
	N. Y., N. H. & Htfd	1962	1,713	646,884	647,073	34,922	23,718	62.0	1,654,969	687,796	62	..	12	16.2
		1961	1,717	639,953	642,118	41,805	23,536	60.3	1,637,442	648,405	65	..	16	19.8
Great Lakes Region	Delaware & Hudson	1962	763	475,034	478,819	3,787	21,910	60.8	1,655,016	826,561	34	..	11	24.4
		1961	763	471,540	477,591	6,077	21,179	60.0	1,583,138	763,158	36	..	10	21.7
	Erie-Lackawanna	1962	3,045	2,302,168	2,322,497	87,783	114,938	66.5	7,336,707	2,979,643	236	7	9	3.6
		1961	3,077	2,133,516	2,157,332	63,648	100,355	63.9	6,757,637	2,600,814	242	..	10	4.0
	Grand Trunk Western	1962	946	574,110	574,505	3,514	18,618	56.9	1,371,196	537,950	39	..	2	4.9
		1961	946	532,752	533,290	3,450	17,119	57.6	1,240,056	482,999	32	11	4	8.5
	Lehigh Valley	1962	1,108	518,773	525,101	7,353	23,032	64.3	1,646,555	770,373	31	..	3	8.8
		1961	1,114	504,071	510,124	12,208	21,285	63.4	1,494,205	672,850	31	..	3	8.8
	New York Central	1962	10,039	5,569,851	5,584,141	323,094	226,221	57.3	18,636,317	8,202,745	424	..	36	7.8
		1961	10,209	5,331,116	5,354,254	258,318	203,988	55.8	16,675,078	7,003,978	426	4	55	11.3
	New York, Chic. & St. L.	1962	2,155	1,615,679	1,615,679	14,374	66,434	62.2	5,068,923	2,245,299	104	..	4	3.7
		1961	2,155	1,473,473	1,473,473	15,807	62,979	61.1	4,704,729	1,989,881	98	2	2	2.0
	Pitts. & Lake Erie	1962	220	119,741	119,741	....	5,539	60.3	550,285	328,816	12	..	..	..
		1961	220	106,844	106,844	....	4,436	56.3	441,700	251,415	11	9	..	..
	Wabash	1962	2,410	1,283,461	1,283,569	12,089	58,345	62.9	4,257,905	1,785,484	114	..	..	..
		1961	2,410	1,043,311	1,043,311	10,989	48,765	60.9	3,538,251	1,427,933	112	..	2	1.8
Central Eastern Region	Baltimore & Ohio	1962	5,755	3,477,226	3,659,769	187,379	143,962	58.4	12,079,292	5,809,229	409	..	23	5.3
		1961	5,791	3,334,198	3,524,594	180,901	131,224	56.7	11,069,538	5,081,938	364	..	29	7.4
	Bessemer & Lake Erie	1962	203	106,888	100,009	84	3,906	62.2	401,000	234,478	10	4	..	..
		1961	203	75,617	70,929	69	2,054	53.8	235,120	137,123	10	8	..	..
	Central RR Co. of New Jersey	1962	591	323,586	328,194	16,515	11,863	58.8	998,548	527,814	67	..	5	6.9
		1961	592	309,647	313,703	15,309	11,109	58.4	923,335	476,230	56	3	4	6.3
	Chicago & Eastern Ill.	1962	863	338,071	338,071	7,550	13,881	59.1	1,163,284	592,417	28	..	4	12.5
		1961	863	269,321	269,321	7,100	13,195	60.6	1,068,835	540,807	27	..	5	15.6
	Elgin, Joliet & Eastern	1962	205	154,618	158,005	....	5,395	59.5	471,937	260,319	42	4	1	2.1
		1961	205	132,897	135,556	....	4,813	58.7	408,293	217,045	38	9	1	2.1
	Pennsylvania System	1962	9,770	7,274,434	7,539,645	447,289	301,200	61.6	24,427,061	11,184,606	639	6	131	16.9
		1961	9,801	6,424,344	6,729,169	364,768	261,021	60.0	20,168,834	9,078,111	629	12	127	16.5
	Reading	1962	1,289	805,348	807,602	15,537	30,530	57.0	2,787,004	1,460,242	131	3	25	15.7
		1961	1,295	785,474	788,199	20,781	27,699	55.5	2,539,738	1,325,417	137	7	25	14.8
	Western Maryland	1962	852	409,513	426,878	29,771	17,483	58.4	1,619,463	892,695	41	..	1	2.4
		1961	841	372,904	383,743	19,694	14,449	55.6	1,349,218	715,710	39	3	1	2.3
Pocahontas Region	Chesapeake & Ohio	1962	5,083	3,293,485	3,300,489	61,100	143,853	53.7	13,198,120	6,926,486	237	..	20	7.8
		1961	5,093	2,945,367	2,949,750	52,353	125,628	54.2	11,101,972	5,787,955	228	9	32	11.9
	Norfolk & Western	1962	2,724	2,069,971	2,121,531	91,378	113,856	54.1	11,512,734	6,267,034	152	..	11	6.7
		1961	2,725	1,869,274	1,912,932	79,839	96,129	54.0	9,604,974	5,173,297	146	..	8	5.2
	Rich., Fred. & Potomac	1962	110	124,275	124,275	2,403	7,413	61.7	548,826	239,803	15	..	..	..
		1961	110	112,684	112,684	2,075	6,686	59.4	490,786	202,166	14	..	1	6.7
Southern Region	Atlantic Coast Line	1962	5,544	1,990,480	1,990,480	10,295	77,942	58.0	6,233,759	2,868,971	122	..	1	.8
		1961	5,561	2,005,017	2,005,017	19,723	71,343	52.8	6,004,104	2,714,946	127	..	1	.8
	Central of Georgia	1962	1,712	538,802	538,802	6,779	21,613	63.1	1,716,291	851,655	34	..	2	5.6
		1961	1,712	518,252	518,252	7,037	19,859	61.8	1,585,495	779,391	34	..	3	8.1
	Florida East Coast	1962	572	263,178	263,178	23	11,188	55.2	851,419	312,096	43	2	7	13.5
		1961	572	269,802	269,802	....	10,778	53.6	838,311	296,287	51	5	4	6.7
	Gulf, Mobile & Ohio	1962	2,715	769,742	769,742	27	41,985	65.0	3,242,659	1,605,075	43	..	2	4.4
		1961	2,717	755,249	755,249	....	40,281	65.6	3,007,839	1,449,884	87	..	4	4.4
	Illinois Central	1962	6,466	2,852,651	2,852,651	71,198	127,324	61.3	9,990,043	4,830,115	162	..	4	2.4
		1961	6,500	2,578,549	2,578,549	66,101	115,162	60.0	8,706,437	4,020,736	159	..	26	14.1
	Louisville & Nashville	1962	5,638	2,815,554	2,819,780	52,193	109,230	59.0	8,945,199	4,446,663	165	..	5	2.9
		1961	5,666	2,616,615	2,618,910	46,146	94,042	59.5	7,556,528	3,698,378	168	..	3	1.8
	Seaboard Air Line	1962	4,119	1,758,589	1,758,589	7,623	74,464	59.0	6,061,842	2,774,389	121	..	5	4.0
		1961	4,123	1,660,448	1,660,448	6,792	68,094	57.0	5,619,383	2,537,636	127	..	5	3.8
	Southern	1962	6,250	2,451,235	2,451,615	28,501	114,116	61.2	8,501,315	4,005,130	191	6	8	3.9
		1961	6,242	2,420,765	2,421,145	30,324	107,477	60.8	7,934,893	3,620,688	193	5	7	3.4
Northwestern Region	Chicago & North Western	1962	10,638	2,600,755	2,600,755	23,494	94,595	62.0	7,157,858	3,029,498	201	14	21	8.9
		1961	10,725	2,621,782	2,621,811	30,133	93,409	60.1	6,900,118	2,774,234	190	31	15	6.4
	Chicago Great Western	1962	1,437	376,740	376,740	470	18,371	65.7	1,343,797	644,061	28	..	1	3.4
		1961	1,437	375,475	375,475	461	17,635	63.8	1,282,035	591,262	24	..	3	11.1
	Chic., Milw., St. & P. Pac.	1962	10,549	2,283,545	2,294,719	20,352	94,746	61.5	7,111,142	3,219,740	160	9	6	3.4
		1961	10,554	2,171,448	2,187,681	23,548	92,803	62.3	6,818,496	3,026,171	153	16	6	3.4
	Duluth, Missabe & Iron Range	1962	547	71,436	71,436	....	1,067	54.5	85,342	38,204	24	42	4	5.7
		1961	572	72,660	72,668	351	996	50.1	80,887	33,916	24	45	5	6.8
	Great Northern	1962	8,262	2,651,461	2,664,887	62,314	100,509	65.4	7,490,429	3,478,435	139	35	11	5.9
		1961	8,267	2,543,457	2,556,999	60,456	100,673	64.5	7,378,290	3,350,855	284	12	5	1.7
	Soo Line	1962	4,675	1,102,637	1,104,994	1,232	38,969	63.7	1,835,484	1,342,720	100	1	3	2.9
		1961	4,698	1,112,272	1,113,544	1,560	36,534	61.9	2,645,318	1,201,232	108	5	..	..
	Northern Pacific	1962	6,499	2,098,783	2,113,013	32,939	82,644	65.4	5,875,900	2,691,007	250	5	12	4.5
		1961	6,505	2,053,753	2,069,846	23,722	82,522	63.6	5,805,704	2,568,169	242	14	10	3.8
	Spokane, Portland & Seattle	1962	935	388,578	388,578	2,732	16,455	69.1	1,173,477	566,068	27	..	2	6.9
		1961	936	378,222	378,222	2,850	16,200	69.8	1,123,198	531,571	30	..	..	..
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.	1962	12,957	6,899,858	7,122,614	82,104	302,932	62.0	23,065,593	9,208,181	716	2	29	3.9
		1961	12,996	6,614,857	6,822,790	71,387	296,945	61.7	22,454,482	9,020,141	671	19	50	6.8
	Chic., Burl. & Quincy	1962	8,537	2,932,025	2,927,779	81,145	126,080	64.6	9,126,196	4,206,949	124	..	2	1.6
		1961	8,613	2,793,310	2,786,961	75,950	119,918	64.2	8,450,137	3,745,996	128	3	55	29.6
	Chic., Rock I. & Pac.	1962	7,825	2,505,875	2,499,004	3,415	106,683	60.5	8,165,238	3,420,566	196	..	6	3.0
		1961	7,834	2,523,513	2,542,550	3,373	106,387	59.3	8,115,599	3,318,309	201	..	5	2.4
	Denver & R. G. Western	1962	2,128	815,983	858,516	78,721	38,532	72.4	2,792,492	1,344,642	77	3	12	13.0
		1961	2,128	730,199	771,161	75,797	35,175	72.2	2,549,988	1,258,906	75	5	10	11.1
	Southern Pacific*	1962	11,718	7,929,956	8,158,724	367,913	358,297	64.7	26,297,810	11,650,995	916	2	11	1.2
		1961	11,979	7,236,080	7,442,790	335,676	331,270	64.0	24,089,766	10,386,806	835	24	28	3.2
	Union Pacific	1962	9,705	5,699,642	5,754,423	131,166	264,911	65.7	18,560,410	8,334,054	360	22	43	10.1
		1961	9,727	5,322,696	5,379,162	127,864	253,178	65.6	17,412,474	7,608,345	329	72	51	11.3
	Western Pacific	1962	1,188	723,559	740,833	62,476	30,198	66.8	2,316,607	991,528	53	..	2	3.6
		1961	1,188	656,957	671,018	39,384	27,890	68.7	1,900,728	869,866	50	3	3	5.4
Southwestern Region	Kansas City Southern	1962	889	378,257	378,316	606	23,417	63.5	1,846,829	877,490	21	..	2	8.6
		1961	889	352,759	352,905	394	22,020	64.5	1,710,089	812,710	25	..	1	3.8
	Louisiana & Arkansas	1962	746	205,226	205,226	151	10,920	62.3	905,906	443,343	17	..	1	5.6
		1961	746	210,905	210,905	174	10,962	64.4	881,622	432,112	14	..	1	6.7
	Mo.-Kans.-Texas Lines	1962	2,883	618,915	618,915	5,328	28,673	64.0	2,228,474	1,014,581	78	..	..	..
		1961	2,883	636,908	636,908	5,356	28,201	62.5	2,164,858	974,138	73	..	..	..
	Missouri Pacific	1962	9,374	3,223,762	3,223,762	23,396	153,414	64.0	11,735,254	5,518,806	179	..	22	10.9
		1961	9,362	3,111,368	3,111,368	22,416	151,171	63.7	11,066,533	5,040,850	199	22	17	7.1
	St. Louis-San Francisco	1962	4,503	1,752,589	1,752,589	16,165	68,529	68.1	5,923,843	2,233,421	86	7	17	15.5
		1961	4,505	1,678,097	1,678,097	17,692	64,402	67.2	4,430,136	2,085,761	91	7	12	10.9
	St. Louis Southw. Lines	1962	1,554	1,068,504	1,068,504	8,937	52,276	68.7	3,541,036	1,582,893	48	..	..	..
		1961	1,554	992,973	992,985	9,200	45,840	68.5	3,043,455	1,360,467	47	..	4	7.8
	Texas & Pacific	1962	1,812	808,844	808,844	7,551	37,619	61.6	2,880,216	1,191,474	41	..	3	6.8
		1961	1,819	707,531	707,531	6,603	35,459	60.9	2,737,166	1,080,443	38	..	1	2.6

for the First Quarter 1962 Compared with First Quarter 1961

	Region, Road and Year	Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. exc.locos and tenders	G.t.m.per train-mi. excl.locos and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Cars-miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New Eng. Region	Boston & Maine 1962	2,332	6,147	8,479	2.1	40,925	2,631	1,078	31.3	827	45.4	4,929	15.6	96.5
	1961	2,220	6,285	8,505	2.4	38,290	2,566	1,033	30.4	833	47.3	4,790	15.0	91.9
	N. Y., N. H. & Htfd 1962	3,652	12,267	15,919	5.9	39,780	2,558	1,063	29.0	483	26.9	4,461	15.5	127.1
	1961	4,737	11,932	16,669	6.0	38,144	2,559	1,013	27.6	418	25.2	4,196	14.9	118.9
Great Lakes Region	Delaware & Hudson 1962	4,649	3,318	7,967	9.5	66,743	3,503	1,750	37.7	1,114	48.6	12,037	19.2	134.4
	1961	6,556	3,046	9,602	13.4	59,680	3,375	1,627	36.0	896	41.5	11,113	17.8	124.3
	Erie-Lackawanna 1962	14,616	21,868	36,484	10.4	67,187	3,208	1,303	25.9	911	52.8	10,873	21.1	116.3
	1961	19,397	17,896	37,293	13.2	64,695	3,202	1,232	25.9	776	46.8	9,392	20.4	108.4
	Grand Trunk Western 1962	5,025	4,831	9,856	6.6	57,998	2,391	938	28.9	592	36.0	6,318	24.3	177.3
	1961	5,571	5,604	11,175	7.2	57,333	2,334	909	28.2	473	29.1	5,673	24.6	140.0
	Lehigh Valley 1962	5,735	8,038	13,773	21.9	69,716	3,205	1,499	33.4	613	28.5	7,725	22.0	190.2
	1961	7,911	8,046	15,957	18.7	61,492	2,997	1,350	31.6	467	23.3	6,711	20.7	187.8
	New York Central 1962	54,672	65,530	120,202	8.0	59,686	3,376	1,486	36.3	753	36.3	9,079	17.8	168.3
	1961	68,739	56,074	124,813	10.8	56,605	3,154	1,325	34.3	615	32.1	7,623	18.1	147.9
	New York, Chic. & St. L 1962	7,908	17,185	25,093	14.7	58,786	3,176	1,407	33.8	1,408	49.8	11,577	18.7	187.3
	1961	10,413	10,483	20,896	14.7	60,673	3,227	1,365	31.6	987	51.2	10,260	19.0	176.6
	Pitts. & Lake Erie 1962	5,558	3,615	9,183	9.6	70,977	4,612	2,756	59.4	418	11.7	16,607	15.4	103.0
	1961	10,420	2,467	12,887	8.6	66,143	4,146	2,360	56.7	220	6.9	12,698	16.0	63.5
	Wabash 1962	6,055	11,263	17,318	9.5	84,363	3,319	1,392	30.6	1,125	58.5	8,232	25.4	132.9
	1961	7,308	9,486	16,794	7.0	83,546	3,392	1,369	29.3	1,035	58.0	6,583	24.6	108.0
Central Eastern Region	Baltimore & Ohio 1962	55,266	39,549	94,815	18.9	60,103	3,535	1,700	40.4	730	30.9	11,216	17.3	105.9
	1961	64,135	28,196	92,331	22.0	54,324	3,379	1,551	38.7	604	27.5	9,751	16.4	106.2
	Bessemer & Lake Erie 1962	2,792	1,205	3,997	14.8	58,455	4,089	2,391	60.0	525	14.0	12,833	15.6	107.9
	1961	6,615	1,080	7,695	6.4	49,520	3,321	1,937	66.8	220	6.1	7,505	15.9	64.6
	Central RR Co. of New Jersey 1962	4,196	10,203	14,399	11.4	46,197	3,196	1,689	44.5	399	15.3	9,923	15.0	79.6
	1961	4,267	9,880	14,147	15.2	41,392	3,117	1,608	42.9	354	14.1	8,938	13.9	83.3
	Chicago & Eastern Ill 1962	2,783	2,770	5,553	9.7	69,034	3,483	1,774	42.7	1,237	49.0	7,627	20.1	122.3
	1961	3,434	2,567	6,001	13.5	71,066	4,003	2,026	41.0	1,006	40.5	6,963	17.9	99.9
	Elgin, Joliet & Eastern 1962	7,350	7,277	14,627	4.1	22,876	3,135	1,729	48.3	199	6.9	14,109	7.5	52.0
	1961	8,160	4,648	12,808	8.9	24,820	3,155	1,677	45.1	186	7.0	11,764	8.1	43.9
	Pennsylvania System 1962	100,607	80,412	181,019	15.9	60,423	4,336	1,573	37.1	690	30.2	12,720	18.0	124.5
	1961	122,591	63,623	186,214	15.4	54,768	3,213	1,446	34.8	543	26.0	10,292	17.4	115.5
	Reading 1962	13,418	14,635	28,053	12.4	56,603	3,461	1,813	47.8	553	20.3	12,587	16.4	72.6
	1961	17,691	12,771	30,462	10.9	51,173	3,233	1,687	47.9	477	18.0	11,372	15.8	70.4
	Western Maryland 1962	7,214	3,212	10,426	13.9	56,368	4,031	2,222	51.1	890	29.8	11,642	14.3	134.6
	1961	9,654	2,667	12,321	8.7	53,008	3,682	1,953	49.5	672	24.4	9,456	14.7	116.6
Pocahontas Region	Chesapeake & Ohio 1962	60,368	21,470	81,838	6.0	70,005	4,028	2,114	48.1	1,003	38.4	15,141	17.5	158.3
	1961	71,953	16,658	88,611	11.5	67,972	3,783	1,972	46.1	747	30.0	12,627	18.0	136.1
	Norfolk & Western 1962	52,063	9,665	61,728	1.7	96,258	5,719	3,113	55.0	1,110	37.2	25,563	17.3	164.3
	1961	58,947	7,274	66,221	8.9	89,192	5,247	2,826	53.8	862	29.7	21,094	17.4	156.0
	Rich., Fred. & Potomac 1962	87	1,462	1,549	1.6	102,508	4,423	1,933	32.3	1,805	90.5	24,223	23.2	99.4
	1961	193	1,021	1,214	2.1	98,374	4,364	1,798	30.2	1,825	101.6	20,421	22.6	90.3
Southern Region	Atlantic Coast Line 1962	18,256	17,143	35,399	6.4	55,493	3,143	1,446	36.8	906	42.4	5,750	17.7	208.1
	1961	16,163	16,295	32,458	6.4	52,855	3,000	1,357	38.1	882	43.9	5,425	17.7	198.0
	Central of Georgia 1962	3,899	5,811	9,710	5.1	52,504	3,194	1,585	39.4	1,025	41.2	5,527	16.5	189.0
	1961	4,939	5,031	9,970	7.7	52,215	3,071	1,510	39.2	890	36.7	5,058	17.1	186.2
	Florida East Coast 1962	612	3,206	3,818	.7	46,663	3,241	1,188	27.9	944	61.3	6,062	14.4	65.2
	1961	704	3,527	4,231	.8	45,326	3,107	1,098	27.5	742	50.3	5,755	14.6	58.3
	Gulf, Mobile & Ohio 1962	7,027	8,880	15,907	6.1	81,916	4,216	2,087	38.2	1,111	44.7	6,569	19.4	204.9
	1961	7,907	8,901	16,808	6.4	78,985	3,984	1,921	36.0	975	41.3	5,929	19.8	99.6
	Illinois Central 1962	27,083	22,218	49,301	6.4	64,607	3,490	1,703	37.9	1,098	47.2	8,300	18.6	211.8
	1961	28,537	21,247	49,784	4.4	62,336	3,400	1,570	34.9	912	43.5	6,873	18.5	172.7
	Louisville & Nashville 1962	38,354	20,999	59,353	9.8	54,348	3,186	1,584	40.7	868	36.1	8,763	17.1	207.3
	1961	42,974	12,517	55,491	11.5	55,686	2,899	1,419	39.3	784	33.5	7,253	19.3	189.5
	Seaboard Air Line 1962	16,442	15,024	31,466	3.3	64,917	3,518	1,610	37.3	972	44.2	7,484	18.8	186.0
	1961	18,331	11,918	30,249	4.4	61,928	3,436	1,554	37.3	906	42.6	6,839	18.2	169.1
	Southern 1962	18,694	31,212	49,906	3.1	61,617	3,474	1,637	35.1	888	41.3	7,120	17.8	149.9
	1961	21,434	30,957	52,300	3.1	58,069	3,283	1,498	33.7	768	37.5	6,445	17.7	148.6
Northwestern Region	Chicago & North Western 1962	24,195	27,636	51,831	9.7	46,401	2,767	1,171	32.0	644	32.4	3,164	16.9	137.7
	1961	25,761	24,881	50,642	8.4	47,715	2,640	1,061	29.7	606	33.9	2,874	18.1	132.4
	Chicago Great Western 1962	2,112	4,229	6,341	3.7	64,460	3,575	1,713	35.0	1,121	48.7	4,980	18.1	156.0
	1961	2,598	3,540	6,138	4.0	66,060	3,426	1,580	33.5	1,089	50.9	4,572	19.3	166.3
	Chic., Milw., St. & P. Pac 1962	27,506	22,340	49,846	9.6	62,863	3,123	1,414	34.0	714	34.1	3,391	20.2	161.8
	1961	30,954	19,999	50,953	6.8	66,505	3,149	1,397	32.6	662	32.6	3,186	21.2	149.9
	Duluth, Missabe & Iron Range 1962	13,598	450	14,048	2.1	18,819	1,246	558	35.8	30	1.5	776	15.8	13.1
	1961	13,661	343	14,004	1.6	17,738	1,158	485	34.1	27	1.6	659	15.9	11.7
	Great Northern 1962	24,683	15,086	39,769	3.5	66,980	2,838	1,318	34.6	967	42.7	4,678	23.7	174.2
	1961	25,490	15,327	40,817	3.4	66,188	2,912	1,323	33.3	866	40.4	4,504	22.8	104.2
	Soo Line 1962	8,143	7,952	16,095	8.1	48,871	2,575	1,219	34.5	931	42.4	3,191	19.0	130.6
	1961	8,866	7,133	15,999	8.2	47,102	2,381	1,081	32.9	898	44.1	2,841	19.8	119.3
	Northern Pacific 1962	18,267	14,299	32,566	4.4	62,575	2,820	1,292	32.6	930	43.7	4,601	22.4	95.5
	1961	20,533	14,735	35,268	3 5	62,376	2,836	1,254	31.1	799	40.3	4,387	22.1	92.6
	Spokane, Portland & Seattle 1962	1,259	4,479	5,738	2.3	45,090	3,064	1,478	34.4	1,115	46.9	6,727	14.9	179.3
	1961	1,609	5,103	6,712	2.5	42,308	2,985	1,413	32.8	969	42.3	6,310	14.2	189.3
Central Western Region	Atch., Top. & S. Fe (incl. 1962	51,501	36,120	87,621	3.2	85,771	3,348	1,337	30.4	1,151	61.1	7,896	25.7	113.4
	G. C. & S. F. and P. & S. F. 1961	54,878	34,412	89,290	4.9	86,448	3,399	1,366	30.4	1,144	61.0	7,712	25.5	110.8
	Chic., Burl. & Quincy 1962	20,674	23,290	43,964	3.2	70,847	3,130	1,443	33.4	1,026	47.6	5,475	22.8	276.2
	1961	25,253	18,795	44,048	4.4	70,168	3,040	1,348	31.2	943	47.0	4,832	23.2	179.7
	Chic., Rock I. & Pac 1962	12,686	18,433	31,119	8.6	67,926	3,264	1,367	32.1	1,196	61.6	4,857	20.8	148.6
	1961	15,405	18,997	34,402	5.5	69,019	3,223	1,318	31.2	1,072	57.9	4,707	21.5	148.0
	Denver & R. G. Western 1962	7,946	4,696	12,642	4.4	72,311	3,428	1,651	34.9	1,190	47.1	7,021	21.1	116.9
	1961	8,301	6,128	14,429	5.6	76,219	3,500	1,728	35.8	974	37.7	6,573	21.8	111.8
	Southern Pacific* 1962	40,257	41,012	81,269	1.7	81,209	3,339	1,479	32.5	1,577	74.9	11,048	24.5	109.2
	1961	38,469	55,148	93,617	1.9	81,157	3,360	1,449	31.4	1,268	63.2	9,634	24.4	104.8
	Union Pacific 1962	31,133	30,658	61,791	3.1	92,098	3,291	1,478	31.5	1,504	72.8	9,542	28.3	158.6
	1961	34,112	29,357	63,469	2.6	92,801	3,309	1,446	30.1	1,348	68.4	8,691	28.4	138.8
	Western Pacific 1962	2,684	3,234	5,918	3.9	92,453	3,212	1,375	32.8	2,044	93.2	9,274	28.9	166.7
	1961	2,677	2,752	5,429	5.4	86,248	2,898	1,326	31.2	1,770	82.7	8,136	29.8	145.1
Southwestern Region	Kansas City Southern 1962	2,767	5,796	8,563	5.0	99,345	4,913	2,334	37.5	1,173	49.3	10,967	20.3	207.5
	1961	2,514	5,377	7,891	4.5	100,753	4,868	2,314	36.9	1,202	50.5	10,158	20.8	192.5
	Louisiana & Arkansas 1962	1,928	3,077	5,005	10.6	90,973	4,448	2,177	40.6	999	39.5	6,603	20.6	183.0
	1961	1,951	2,721	4,672	9.0	87,145	4,236	2,076	39.4	1,047	41.2	6,436	20.8	176.8
	Mo.-Kans.-Texas Lines 1962	5,075	5,836	10,911	16.9	62,083	3,605	1,642	35.4	1,043	46.1	3,910	17.2	97.7
	1961	5,520	6,159	11,679	12.4	59,719	3,405	1,532	34.5	939	43.5	3,754	17.6	106.3
	Missouri Pacific 1962	24,483	20,250	44,733	4.2	74,653	3,651	1,717	36.0	1,343	58.3	6,542	20.5	183.8
	1961	26,689	18,286	44,975	8.2	73,641	3,568	1,625	33.3	1,229	57.9	5,983	20.7	167.0
	St. Louis-San Francisco 1962	7,848	10,380	18,228	1.7	64,666	2,882	1,281	32.6	1,358	61.2	5,511	22.6	200.4
	1961	9,238	9,636	18,874	1.2	58,117	2,651	1,248	32.4	1,194	54.9	5,144	22.0	186.5
	St. Louis Southw. Lines 1962	1,958	4,517	6,475	3.9	83,705	3,320	1,484	30.3	2,652	127.5	11,318	25.3	246.6
	1961	1,948	4,528	6,476	3.2	76,369	3,070	1,373	29.7	2,413	118.7	9,727	24.9	225.1
	Texas & Pacific 1962	3,820	4,169	7,989	6.6	85,027	3,584	1,483	31.7	1,611	82.6	7,306	23.9	221.6
	1961	3,396	5,202	8,598	3.5	88,811	3,908	1,542	30.5	1,357	73.1	6,600	23.0	213.7

* Includes operations of Texas and New Orleans R.R., merged into Southern Pacific November 1, 1961.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision

KENNEDY BILLS GET SUPPORT (*Continued from page 12*)

now beginning to feel the blighting effect of excessive regulation. If regulation is the cure-all that its proponents say it is, those conditions would not exist. It is high time that the main reliance be placed on competition."

Southern "would today be furnishing its transportation services at much lower cost to the public if the laws of the country would now permit us to do so," Mr. Brosnan also said. In response to questions from committee members, he estimated that enactment of the minimum-rate proposal could mean "at least" one billion dollars to consumers in this country.

Mr. Brosnan also paid his respects to those who say railroad transportation is becoming obsolete. He said:

"That is stuff and nonsense. But if we are actually to become technologically and economically obsolete, we in the railroad industry want that to happen in the competition of a free market. We don't want to be regulated into obsolescence by the federal regulatory powers. The inconsistency of statements such as 'railroad obsolescence,' 'passing from the scene,' and the 'death of the iron horse' is clearly shown when those elements in the transportation field who are making such statements cry out for protection from the competition of this 'dying horse.' "

Mr. Brosnan also filed a supplemental statement on treatment ratewise of non-river towns as compared to river ports, a matter on which Chairman Harris had expressed his view that river ports should get no rate advantage. Southern has adopted the policy of giving inland towns the same mileage scale of rates as river ports, Mr. Brosnan said. Chairman Harris congratulated Mr. Brosnan and went on to suggest that other roads follow the Southern's lead in eliminating this form of "discrimination."

Chairman Heineman of the North Western said that to take issue with the ICC is not something to be done lightly. He then proceeded to insist, with citations of cases, that the Commission has been engaged in allocating traffic by preventing the railroads from reducing rates, even where it finds that the reduced rates are fully compensatory.

Expressing his belief that the railroads "are basically the low-cost mode if permitted to reflect their inherent advantages," the C&NW chairman went on to ask what incentives the rails have to develop new techniques if the Commission "deprives them of the right to pass on the benefits to the public." Before he became acquainted with Commission practices, Mr. Heineman had thought, as he put it, that "what competition is designed to do is to transfer business."

He also suggested that "a very significant part of the passenger problem would disappear if the freight problem were solved." Mr. Heineman explained that western railroads have passenger deficits "substantially larger" than those of eastern lines—"yet you don't hear of them because their freight service is in a healthier condition."

As to the ICC's proposal that equality be brought about by repeal of present exemptions, Mr. Heineman called it unrealistic. "Farmers and manufacturing interests would rise up in wrath" against it, he explained. He added that those same interests will support the President's proposal, "because they are interested in lower costs and real competition."

Would keep Section 5a

The North Western chairman also discussed anti-trust phases of the President's proposal, suggesting that the anti-trust laws which would become applicable be named specifically in the bill. He also proposed another amendment which would leave in full effect the Reed-Bulwinkle Act (now Section 5a of the Interstate Commerce Act), which grants anti-trust immunity for carrier rate procedures approved by the ICC. H.R.11583 proposes to continue the immunity as to rates on bulk and agricultural commodities, only for joint rates, leaving single-line rates uncovered.

Mr. Heineman told the Committee that it would be undesirable to make any change in Section 5a. He recalled that principal supporters of the Reed-Bulwinkle Act were shippers, including agricultural interests, and he feared that their opposition to a change "might imperil enactment of the bill," as now drawn. Adoption of his suggestion, the North Western chaiman also said, would not lessen competition between railroads, because: "Reed-Bulwinkle provides for independent action, which has been taken repeatedly by railroads. Moreover, rates cut by one railroad to meet competition inevitably bring like cuts of other rail rates."

The ICC's presentation, as noted above, was made by its chairman, Commissioner Murphy. While it supported some of the provisions of H.R.11584 which were in accord with the Commission's own legislative recommendations, the presentation was generally an adverse report on the President's recommendations. It even expressed misgivings about the proposal to transfer its loan-guaranty powers to the Department of Commerce, a recommendation which was endorsed by CAB which would also lose power to certify carrier loans for government guaranty. In defense of its opposition to the President's minimum-rate proposal, the Commission had this to say:

"It is high time to give some consideration to the economic freedom that results from reasonable federal rate regulation, rather than always emphasizing the restraints that safeguard such freedom from degenerating into license. The possible effect of rates and rate relationships on the public welfare cannot be overemphasized. . . .

"The stake of the nation in the free flow of commerce, therefore, in matters affecting transportation is very real and far-reaching. It is this paramount public interest which distinguishes the transportation industry from other commercial enterprises.

"We believe that the present statutory restraints in the act on rate-making, including specifically the limited restraints or checks in competitive rate situations, have served a good purpose."

Getting under way with his suggestion that it may be time for a change, Committee Chairman Harris told Mr. Murphy his statement was a "magnificant presentation from the standpoint of the Commission—from the standpoint of technical approach to continuity of regulation." Mr. Harris added:

"The thing that bothers me is that I don't find anything in it on principles of regulation to cope with requirements of our day. We have had major changes in the Interstate Commerce Act, but the philosophy of the original act is still being pursued. The regulatory agency adheres to the same philosophy.

"I have said we are going to have to get away from this. We need something which will promote a common carrier system to serve the people. You haven't dealt with that.

"All modes of transportation are now pretty full grown. We must tackle the problem of rules applicable to one kind different from rules applicable to another. It's time we work up to what is taking place. Otherwise we'll have the basic common carrier system owned by the government. I'm not sure but what some people in this country prefer that. I'm one of those who do not.

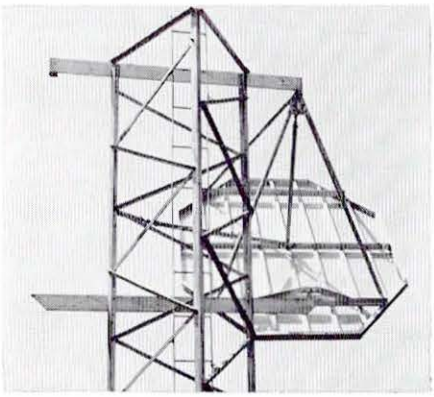
"I admit that I'm not sure of what should be done. Here you call for more regulation—not deregulation and dependence on competitive forces. You haven't dealt with the latter.

"I don't think those with present exemptions are going to sit idly by and see themselves brought under regulation. We tried rolling back the agricultural exemptions a few years ago without much success."

NEW PRODUCTS REPORT

Frequency Standard (RA-1)

A portable, highly reliable frequency standard for alignment of two-way radio equipment is Stancor SC-101, a new battery-powered instrument that operates at any of 10 preselected frequencies within the range of 10 mc to 480 mc, and at temperatures from −22 deg F to +104 deg F. It has a direct "zero beat" indication eliminating the necessity of calibration charts, or slide rule calculations. Weighing but 2.6 lb and measuring only 7¾ in. high by 4 in. by 4½ in., the SC-101 has 10 oven-controlled, precision quartz crystals, oscillating in a highly stable transistorized circuit, followed by an effective harmonic generator, a crystal mixer and an audio amplifier. An unusual construction feature of this device incorporates all circuit components affecting frequency stability into one compact mechanically rigid assembly. This "unitized" assembly is suspended inside a vacuum flask in which the temperature is thermostatically controlled. The flask is encased within insulating and cushioning foam. *Stancor Electronics, Inc.*



Microwave Towers (RA-2)

New guyed microwave towers have a 48-in. face and inside climb ladder. The 36-in. face towers do not have an inside climb ladder. High strength structural steel is used and all tower members are hot dip galvanized after fabrication. Towers are supplied with all necessary hardware, guy wire, turnbuckles and anchors. (Lighting kits optional). Standard designs include structures for 30-, 40- and 50-lb-per-sq-ft wind loads.

In the design of a new microwave reflector, adjustment is accomplished at one point. Rigidity after adjustment is maintained by the use of stiff arms. Reflector curvature adjustment achieves a much closer approximation of a parabolic section than has previously been attained. The effect on beam width is the same as could be accomplished by adjustment of a very small segment of a large parabola. Reflectors are engineered to withstand a 50-lb-per-sq-ft wind load. Standard sizes available with perforated or solid face are 6 ft by 8 ft, 8 ft by 12 ft and 10 ft by 15 ft. *Micom, Inc.*

Telephone Signaling (RA-3)

A new dispatcher tone signaling system permits the selective signaling of any one of up to 60 stations on a communication circuit. The system provides a fast and efficient means of establishing contact with, or collecting data from, intermediate stations. In this one-way system, the circuit is monitored continuously by the control point, so stations can report information at any time. *General Dynamics/Telecommunication.*

Boring Tool (RA-4)

Roto Witch, a small-line boring attachment for M3 and M4 series of Ditch Witch trenchers, is designed to bore trench beneath surface obstructions, such as pavements and tracks. The boring attachment in no way affects efficiency or capability of the Ditch Witch in its trenching operations. Roto Witch bores holes up to 4-in. diameter and up to 100 ft long (backreams up to 8 in. in diameter). *Charles Machine Works, Inc.*

RAILWAY AGE WEEKLY

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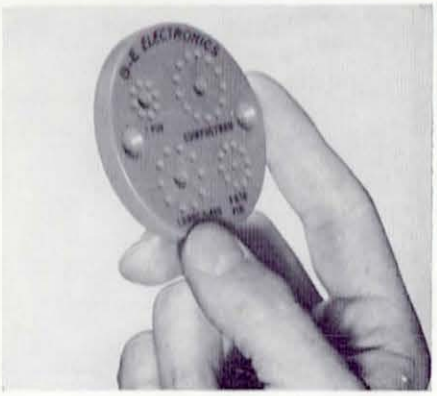
NEW PRODUCTS REPORT

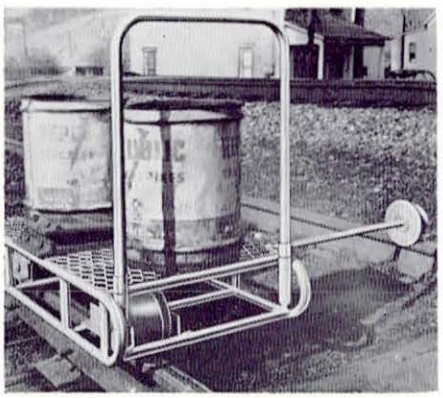
Radio-Phone Terminal (RA-5)

A new automatic radio-telephone terminal enables interconnection of a yard or wayside radio base station to a two-wire telephone line or carrier channel, and permits "hands free" automatic operation of the radio station. A Vox circuit, responsive to voice signals spoken into a distant telephone, automatically controls the radio station. The terminal requires only 7 in. of rack space, and operates from a 48-volt DC supply or battery. *Philco Corp.*



Pin Straightener (RA-6)

A new-style pin straightener for five kinds of receiving tubes is available from GE authorized tube distributors. The multi-tube straightener consists of a flat disc of hard plastic more than ¼ in. thick and 2½ in. in diameter. It contains straightening-hole configurations for 7-, 9- and 10-pin miniature tubes, large scale 9-pin tubes and 12-pin compactrons. It can be permanently mounted by using screws supplied with it. *General Electric Co.*



Track Cart (RA-7)

A new lightweight dolly, the Kari-Kart, can be quickly assembled and disassembled for easy handling and carrying by one man. The unit is constructed of tubular steel with heavy expanded 36-in.-by-24-in. metal top. It is designed for carrying small tools, equipment and maintenance supplies. It has a capacity of 1,500 lb. The double-flanged load wheels and the single flanged-out breaker wheels are insulated. Tubular handle may be used at either end. *Nolan Co.*

Primary Battery (RA-8)

A new primary battery, type TR, designed especially for operation of higher voltage track circuits, has 3,000 amp-hr capacity with up to 10% additional reserve capacity for emergencies. Nominal voltage is 1.2-1.25 volts, and it will provide continuous current of up to 0.5 amp under a wide range of temperatures. Type TR is a non-renewable battery of the add-water, air-depolarized type. It is fully activated by the addition of about 5 qt of water. *Thomas A. Edison Industries.*

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7/23/62

Market Outlook

Carloadings Rise 18.6% Above Previous Week's

Loadings of revenue freight in the week ended July 14 totaled 497,660 cars, the Association of American Railroads announced on July 19. This was an increase of 78,076 cars, or 18.6%, compared with the previous holiday week; a decrease of 75,646 cars, or 13.2%, compared with the corresponding week last year; and a decrease of 109,154 cars, or 18.0%, compared with the equivalent 1960 week.

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, July 14

District	1962	1961	1960
Eastern	76,692	79,971	84,210
Allegheny	83,722	91,658	96,658
Pocahontas	21,957	46,570	50,033
Southern	88,477	102,304	105,331
Northwestern ..	85,972	94,089	101,056
Central Western	106,102	119,357	125,016
Southwestern ..	34,738	39,357	44,510
Total Western Districts	226,812	252,803	270,582
Total All Roads	497,660	573,306	606,814
Commodities:			
Grain and grain products	59,673	66,543	73,356
Livestock	2,358	3,075	3,425
Coal	33,651	94,990	95,103
Coke	4,781	6,380	6,194
Forest Products.	35,847	36,265	37,817
Ore	55,523	54,742	68,107
Merchandise l.c.l.	21,720	27,083	33,645
Miscellaneous .	284,107	284,228	289,167
July 14	497,660	573,306	606,814
July 7	419,584	424,192	457,779
June 30	589,656	534,347	547,893
June 23	592,708	599,970	641,337
June 16	596,332	602,175	649,503
Cumulative total, 28 weeks ..	15,290,291	14,591,170	16,754,383

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended July 7 totaled 11,459 cars, compared with 8,931 for the corresponding 1961 week. Loadings for 1962 up to July 7 totaled 356,273 cars, compared with 295,236 for the corresponding period of 1961.

IN CANADA.—Carloadings for the nine-day period ended June 30 totaled 100,656 cars, compared with 78,584 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
June 30, 1962	100,656	32,649
June 30, 1961	102,663	29,354
Cumulative Totals		
June 30, 1962	1,689,998	82,271
June 30, 1961	1,648,998	80,247

New Equipment

FREIGHT-TRAIN CARS

► *American Refrigerator Transit.*—Ordered 200 refrigerator cars from General American at a cost of $17,500 each. Delivery is scheduled for October.

► *Chesapeake & Ohio.*—Ordered 100 70-ton, 4,000-cu-ft-capacity hopper cars from Pullman-Standard for delivery beginning in September. Cars will be used in barley and malt service.

► *Nickel Plate.*—Ordered 50 70-ton Airslide covered hopper cars from General American for delivery beginning in September; and two heavy-duty flat cars (one of 200-ton capacity and one of 250-ton capacity) from Greenville Steel Car for delivery in November.

► *Seaboard.*—Ordered 25 Airslide covered hopper cars from General American and 25 special flat cars with bulkheads and cushion underframes from Ortner, all scheduled for delivery in October. Cars will be equipped with roller bearings and will cost a total of approximately $720,000.

► *Western Maryland.*—Ordered 25 70-ton, roller-bearing box cars from Thrall at a total cost of approximately $370,000. Cars will be equipped with DF-2 loaders. Delivery is scheduled for November.

PASSENGER-TRAIN CARS

► *New York City Transit Authority.*—Proposed capital budget for 1963-1964 contains a request for $37,050,000 for purchase of 300 new cars for the BMT line.

FOREIGN

► *National of Mexico.*—Ordered 32 1,800-hp diesel-electric locomotives from Alco at a cost of $7,600,000. Delivery of the locomotives, to be completed by October, will give the system a total of 391 Alco units.

Orders and Deliveries

► *Orders Increase.*—Orders were placed in June for 3,411 freight cars, compared with 3,292 in May. June 1961 orders totaled 1,214. Deliveries in June totaled 3,911, compared with 3,758 in May and 3,142 in June 1961. Backlog of cars on order and undelivered on July 1 was 13,274, compared with 13,778 on June 1 and 11,821 on July 1, 1961.

TYPE	ORDERED June, 1962	DELIVERED June, 1962	ON ORDER & UNDELIVERED July 1, 1962
Box—Plain	360	707	2,818
Flat	195	202	1,083
Gondola	200	160	510
Hopper	1,256	1,072	2,419
Covered Hopper	812	752	1,781
Refrigerator	200	671	2,847
Stock			100
Tank	388	285	1,399
Caboose		29	69
Other		33	248
TOTAL	3,411	3,911	13,274
Car Builders	2,294	2,219	7,171
Railroad Shops	1,117	1,692	6,103

Railroads Press Showdown on

► **The Story at a Glance: Methodically, inexorably, the railroads are moving toward a major rewrite of their contracts with the operating brotherhoods.**

The unions call it movement toward a "crisis in transportation." The carriers see it as an end to "featherbedding which is driving [us] into bankruptcy."

Whatever the semantics, the railroads have taken the big step. As of August 16, they told the five operating unions last week, U. S. railroads will begin:

- **Eliminating firemen from road freight and yard service;**
- **Making sweeping changes in the historic dual basis of pay for operating employees;**
- **Setting up machinery for final and binding settlement of disputes arising on individual properties and involving, among other points, the introduction of technological change; and**
- **Providing for greater management freedom in changing crew consists and in establishing interdivisional runs.**

These are the major points made in a 39-page, 13-article notice served on the chief executives of the five organizations. In essence, the carriers are putting into effect the recommendations of the Presidential Railroad Commission. By doing so, they set up a 90-day timetable for resolution of the long-standing problem. Assuming the unions resist and call a strike; assuming an emergency board is created; assuming it makes its report within 30 days; assuming the usual post-report 30-day cooling-off period follows—then at some point in mid-October comes the day of decision, for the railroads, the unions and, in all probability, the government.

Acting with the force of the PRC report and, apparently, public opinion, on their side, the nation's railroads have thrown down the guantlet to the operating brotherhoods. Major elements of the PRC report—basically, a document upholding the carriers' position—will be placed in effect August 16.

That, at least, is the substance of the notices mailed to the five grand chiefs last Tuesday afternoon. Nobody expects a rail crisis to occur on that date. Delay is viewed as almost inevitable. But the railroads have taken the step some union observers thought they wouldn't. They've moved to implement —in formal contractual terminology— the PRC recommendations.

Major among the carrier demands, of course, is elimination of the fireman from road freight and yard service. But the notices also go far toward putting management's hand firmly on the throttle in such matters as determining crew consists, requiring certain yard functions of road crews and providing for a simplified pay schedule for engine and train crews.

Over the short range, some 13,000 firemen would be affected. On a long-range basis, 40,000 employees—regarded by management as unnecessary—would be written off payrolls (by attrition, beyond the first group).

In return, management would provide—under terms of the PRC recommendations—wage increases for about 75% of the operating employees, plus severance pay for separated employees and retraining expenses for those who elect to return to school.

'Special tribunals'

The carrier notices also provide for "special tribunals"—similar to those proposed by the PRC—to be set up on individual railroads (or railroad systems) under which disputes may be referred to a neutral who will investigate and report on a basis which shall be "final and binding upon all the parties to the dispute, whether or not such parties appear before the Special Tribunal." Either party to a dispute could refer the problem for neutral decision; specific reference in the notices is made to disputes arising out of demands involving changes in crew consist, introduction of technological change and establishment of interdivisional runs.

Major points in the carrier program follow the PRC report closely, down the line, as regards changes in methods of pay, crew consists, manning requirements on self-propelled machines or motor cars, establishment of interdivisional operations, combination of road and yard crew duties and establishment of a retire-at-65 system.

Article I heads squarely into the acknowledged No. 1 problem—and the biggest area of potential savings, out of the more than $500,000,000 the railroads say featherbedding is costing them annually.

Article I, Section a, says that "effective August 16, 1962, firemen-helpers need not be assigned to other than steam locomotives in freight and yard service. . ." Following sections stipulate that after August 16 no new firemen need be hired for freight and yard diesel service; and set up a furlough schedule under which firemen with less than 10 years' seniority would be separated from service within a year.

Article II, covering crew consists, provides that during the period August 16-November 16, 1962, and not more than once yearly thereafter, any carrier or organization "may conduct a survey for the purpose of determining what changes in crew consist requirements it may wish to propose." The demand provides for 15 days' notice of changes; for negotiations, if desired; and for referral to a special tribunal in the event no agreement can be reached after 60 days. In any event, the notice provides that the "aggregate reduction in crew consist . . . by any carrier in any seniority district during any yearly period shall not exceed 7½% of the employees on the seniority roster" of the class or craft at the beginning of the year.

Article III covers carrier demands regarding employment of train crew personnel on self-propelled equipment and provides, basically, that any rule requiring use of engine, train or yard service employees in connection with operation of any motor car or self-propelled vehicle or machine used in maintenance, repair, construction or inspection work is eliminated. The only exception would be made in a case where such a vehicle is used to provide motive power to move or switch other cars or machines.

Both the crew consist rule and the self-propelled machine rule are not subject to reopening for at least five years.

Technological change

Article IV goes to the language of the PRC report to stipulate that the carrier has and may exercise "the right to introduce technological changes without limitation," subject to certain procedures specified and subject to provisions for employee protection. Section b notes that "whenever the introduction of a technological change cannot be accomplished or where its benefits could not be fully realized without amendent of one or more of the rules or agreements in effect, the carrier. . . shall give 15 days' notice to the affected organization" and the matter will follow the course of negotiation and, if necessary, referral to a special tribunal.

Article V takes the PRC wage structure recommendations and recasts them in four detailed tables which set up wage rates for through freight, local

Featherbedding Issue

freight, passenger and yard service.

Among the major provisions of the wage section:

- An employee in road service who completes 208 hours on duty in any calendar month shall not be permitted, during that month, to perform further road service originating at his home terminal except when other employees are not available.
- The mileage basis of pay for short turnaround passenger service is abolished. The existing basic daily rate shall be applied for all mileage runs in such service.
- All agreements, rules, regulations, interpretations and practices providing for a speed basis to determine application of overtime pay are eliminated.
- Local freight service employees (defined as those in regularly-assigned local freight service on runs up to 110 miles) are to be paid on a new schedule of hourly basic rates. The mileage basis of pay, initial and final terminal delay payments are abolished; eight hours shall constitute a day's work, and overtime shall be paid at 1½ times the hourly rate.
- Through freight service employees shall be paid hourly rates on a minute basis for all time actually worked (computed continuously from time required to report for duty until relieved at end of run). Overtime will start at the end of eight hours and will be paid for on a minute basis at 1½ times the hourly rate. Miles run in excess of 100 and up to 160 will be paid mileage rate. All miles in excess of 160 will be paid overmiles at 1½ times the mileage rate.
- Initial and final terminal switching and intermediate terminal switching payments and rules providing for conversion of through freight rates to local rates shall be eliminated.
- Similar payment bases shall be effective for passenger enginemen. For passenger trainmen, miles run in excess of 150 up to 220 will be paid at mileage rate. Miles in excess of 220 will be paid at 1½ times the mileage rate. Total earnings will not be less than five hours' pay for engine service and 7½ hours for train service.
- Minimum and maximum mileage limitations in through freight and straightaway passenger service will be increased 15%.
- All hourly and mileage rates for all crafts and classes will be decreased on carriers where agreements providing for hospital and surgical benefits are in effect.

Article VI covers holidays for regularly-assigned employees paid on a daily basis; Article VII provides for away-from-home terminal expense payments.

Article VIII gives the carrier rights to establish runs in interdivisional service and "to establish, move, consolidate or abolish crew terminals in connection therewith." It also provides that initial establishment or rearrangement of interdivisional runs shall be made as a general proposal within one year from August 16—and that no further proposals shall be made for six months from the time of disposition of the initial proposals.

Terminal duties

Article IX provides, basically, that the carrier has the right—regardless of whether yard crews or hostlers are employed at a terminal—to require road crews to:

- Accompany or handle engines of their own trains from engine facilities or ready track to departure track or from arrival track to engine facilities or ready track.
- Switch out defective or no-bill cars from their own trains.
- Handle the caboose of their own trains and exchange cabooses from one train to another, provided the road crew handles either train in or out of the terminal.
- Pick up or set out cars of their own trains as required from or to the minimum number of tracks which could hold the train.
- Pick up or set off cars which are part of the road train consist in more than one yard in consolidated terminals.

Moreover, the rule provides that, where yard crews are not on duty, road crews may be required to perform all the work cited and, in addition, to handle all switching in connection with their own trains.

The operating unions have fought the railroad proposals down the line—and have tried to win public opinion over to their side. Current advertisements signed by the BLE, BLF&E and BRT assert (under the heading "200,000 scapegoats"): "Rail operating workers . . . have been the target of a hypocritical campaign of misinformation and distortion by railroad management . . . The 'featherbedding' tag—the scapegoat role—clearly doesn't fit America's skilled, experienced railroaders."

Strike Threat Gets Oblique Recognition

The reluctance to discuss a possible rail strike is almost unanimous. It is, perhaps, the one salient issue where management and the unions are in agreement in the work rules dispute.

Still, the threat is there—and both sides recognize it, if only obliquely.

J. E. Wolfe, chief carrier negotiator, touched on the possibility when the carriers disclosed they'll move to implement the PRC report. The nation, he declared, "cannot stand a railroad strike." He said the Administration is "well aware of that fact . . . I trust enlightened union leaders are well aware of it."

Labor cast a sidelong glance at a strike situation, in reply. The carrier notices, the five chiefs said, create "serious problems for the American public." Management, they charged, has "diligently pursued a well-planned course of refusing to negotiate the issues so that a crisis would develop."

Then the chiefs added: "We will be prepared when the time comes to protect the interests of the men represented . . ."

Next step: A meeting of the five brotherhood chiefs, scheduled for Friday, July 20, in Cleveland. Presumably, union strategy will be the main order of business. The possibility of a work stoppage seems almost certain to be discussed. So, one union leader indicated, may be the possibility of seeking an injunction to bar the railroads from putting rule revisions into effect August 16. (A Supreme Court decision of almost 10 years ago, however, would seem to rule out the injunction method. In 1954, the court rejected a carrier's bid for a restraining order on grounds the company refused to arbitrate the dispute and, therefore, did not take advantage of every possibility for settling the dispute peacefully under the Railway Labor Act. In the current case, the unions rejected—while the carriers accepted—arbitration.)

Meanwhile, in a separate statement issued in Chicago, Charles Luna, assistant to the president of the BRT, called for an investigation of railroad finances. "It's high time," he said, "that some agency, some board or someone investigates the old cry of bankruptcy . . ."

C&NW Move Spurs Study by IC, GM&O

► **The Story at a Glance: The merger spotlight, focused on the East in recent months, is suddenly turning West again.**

Developments have come in rapid-fire order. Chicago & North Western disclosed it's acquired 13.3% of the voting stock of Gulf, Mobile & Ohio—and that announcement apparently triggered a GM&O-Illinois Central merger study, which began in earnest Friday, July 13. Then Chicago Great Western revealed it's had merger talks with two larger western carriers—neither identified. And Mississippi River Fuel Corp., consistent purchaser of Missouri Pacific common stock, said it's halted stock purchases (after acquiring 36% of the stock).

The next major railroad control scrap may have started with a phone call from C&NW Chairman Ben W. Heineman to GM&O President Glen P. Brock. The gist of the conversation: North Western had acquired 135,128 shares of GM&O common stock—approximately 13.3% of the company's voting stock.

C&NW announced the acquisition publicly July 11, and a spokesman said its purchases were regarded as a "long-range investment" made over the past few months and prompted by North Western's "high regard for the management of the GM&O and the territory it serves so well."

GM&O reacted quickly, in line with a commitment made about two years ago—to the effect that GM&O would talk first with Illinois Central if other roads began showing interest. Announcement of a GM&O-IC merger study came almost immediately—and it was indicated that an IC study team would start looking over the situation July 13 in New Orleans.

North Western had no further comment to make, beyond noting that a C&NW-GM&O tieup would be a linking of complementary rather than competitive properties. North Western, a spokesman said, "is not now seeking representation" on GM&O's board.

None of the three roads involved are strangers to consolidation situations. GM&O is a product of the merger of the Gulf, Mobile & Northern and the Mobile & Ohio (plus the later acquisition of the Alton). North Western at one time had a merger study going with the Milwaukee Road, and, in recent years, acquired the Litchfield & Madison and Minneapolis & St. Louis. Illinois Central recently talked merger with MoPac, but the talks were put in the suspension file when the two roads found themselves competing for control of Chicago & Eastern Illinois.

North Western, with 10,617 miles of road, is by far the largest of the three principals. IC operates 6,466 miles, and GM&O 2,766. Consolidation of the latter two could offer significant opportunities for economies through elimination of paralleling track. It would also give IC direct entry to Kansas City, while opening direct routing to points in Nebraska, South Dakota, Iowa and Wisconsin to GM&O.

All three properties operated profitably in 1961 (though North Western has posted losses thus far in '62). C&NW reported 1961 net income of $3,076,000 and net income and special credits of $7,384,000; IC's net was better than $12,700,000; GM&O's topped $2,600,000.

While the C&NW-GM&O-IC situation captured prime interest in the West, there were these other developments:

- 1,468-mile Chicago Great Western revealed it's been talking merger with "two interested roads." Neither carrier was identified, however, and indications were that profitable CGW won't be rushing into any merger.
- Mississippi River Fuel Corp., owner of about 36% of Missouri Pacific Class A common, said it's stopped buying—apparently because of economic conditions. The pipeline company has long contended that its MoPac purchases were made as an investment, not as an attempt to gain control (Mississippi River Fuel does, however, have three of its officers on the MoPac board, including MRF Board Chairman William G. Marbury, who is chairman of MoPac's executive committee).

NEW ENGLAND: Boston & Maine and New York Central announced plans to study merger of B&M and NYC's Boston & Albany division. Trustees of the bankrupt New Haven declined to participate—a move which B & M President D. A. Benson said reflected "a disturbing lack of regard" for New England's needs. (New Haven has asked to be included in the NYC-PRR system.)

PRR-NYC: General details of the operating pattern that would emerge if the proposed Pennsylvania-New York Central merger is carried out were announced jointly by the two lines July 17. Basically, the plans call for through freight between the Middle West and the New York City and New England areas to be routed by way of Cleveland, Buffalo and Albany on present New York Central lines; while traffic to the Pittsburgh, Philadelphia, Baltimore and Washington areas and for all eastern terminals from points east of Columbus and Youngstown, Ohio, will be routed over present PRR main line. Passenger traffic will remain unchanged, except that through NYC trains will use Pennsylvania Station rather than Grand Central Terminal in New York and Union Station rather than LaSalle St. Station in Chicago.

N&W-NKP-WABASH: Delaware & Hudson petitioned for inclusion in the N&W system and indicated that, if excluded, it will oppose the NYC-PRR proposal. Meanwhile, N&W-NKP-Wabash filed a 117-page brief with the ICC summarizing the record of hearings that ended May 2, and recommending a favorable report to the ICC by Examiner L. R. Conley. The brief noted that "not a single rail shipper or consignee testified in opposition to the unification."

NEW DEPRECIATION RULES (*Continued from page 10*)

"each guideline class includes the related land improvements."

The Treasury calculated that the over-all effect as to the railroads will be to permit depreciation terms to be reduced about 25% below what the average write-off period has been in recent years. Adoption of the guidelines is voluntary with taxpayers. A company may continue its present practice if it prefers. Presumably, companies using write-off periods longer than the guidelines will bring their practices in line with the new rules. Presumably, also, companies which have justified shorter write-off terms, on the basis of showings as to their actual retirement practices, will not change those terms.

The Treasury hopes for more of these shorter-than-guideline terms. "A central objective of the new procedure," it said, "is to facilitate the adoption of depreciable lives even shorter than those set forth in the new guidelines—and shorter than those currently in use, even where current usage is already below the guidelines—provided . . . that subsequent replacement practices are reasonably consistent with the tax lives claimed."

The extent to which use of the new rules will stimulate railroad buying will depend, of course, on the financial condition of each road and managerial discretion as to how the tax savings should be spent. Each additional dollar charged off to depreciation will put 52 cents in the till, the present corporate tax rate being 52%. That the supply industry is optimistic was indicated in a statement issued by W. F. Lewis, executive vice president of Alco Products, Inc., who said the 14-year guideline "should help provide some of the cash flow needed by the railroads to carry out programs both to replace old equipment and to rebuild and modernize obsolescent locomotives."

The new guidelines, issued July 11, were effective immediately. Any company which wishes to use them may do so initially as a matter of right and without question by the Internal Revenue Service for a period of three years. It may shift to the use of the guideline classes and lives and depreciate all the assets in each class at a single rate. Or, it may rearrange the individual lives used in its item accounts, or its multiple-asset accounts, to reach an average equal to the guideline.

After the initial three years, write-off periods must be justified on the basis of their conformity with reserve-ratio tables set up in the procedure. These tables reflect the influence of such factors as the relationship of capital accounts to depreciation reserves and the rate of growth of capital accounts. With quite liberal tolerances, the reserve-ratio test, as the Treasury put it, "measures the relationships between tax lives and replacement practice on a comprehensive basis with the objective of achieving a reasonable overall result."

After the initial three-year period, write-off practices will have to be justified by the reserve-ratio test, or by special showings. In this connection, the Treasury said:

"The new lives may be questioned beginning with the fourth year only if the use of the reserve ratio test shows that the taxpayer is not, in fact, moving toward a replacement practice consistent with the class life used for tax purposes. Movement toward a consistent retirement and replacement pattern will be considered to be demonstrated if the amount by which the taxpayer's reserve ratio exceeds the appropriate range is lower than in any one of the three preceding years. If a taxpayer with an initial excessive reserve meets this test in the fourth year, and does so continuously each year thereafter, he will be permitted a period of years equal to the guideline life to reach the upper limit of the appropriate reserve ratio range. For example, if a taxpayer is using a 12-year guideline life, he would be allowed a period of 12 years, beginning with the first year under Revenue Procedure 62-21, to reduce his reserve ratio to within the range."

Among other guidelines in the Procedure are those for manufacturers of railroad equipment. For their depreciable property, the write-off period is 12 years. For railroad cars, other than those owned by railroad companies, a 15-year depreciation term is authorized.

When the new guidelines were issued President Kennedy hailed them as rules which would give businessmen "much greater freedom and flexibility in determining for themselves the rate at which their equipment is to be written off for tax purposes." The President added: "By encouraging American business to replace its machinery more rapidly, we hope to make American products more cost-competitive, to step up our rate of recovery and growth and to provide expanded job opportunities for all American workers."

The President also expressed his hope that Congress would "do its part" by enacting legislation to implement his investment-credit proposal. That proposal contemplates an investment incentive in the form of a tax credit, which would be separate from, and in addition to, write-offs for depreciation. The railroads have endorsed this proposal, although it wouldn't be of much help to the industry generally.

That's not to say, however, that it wouldn't help individual roads if they are relatively well off and thus have income-tax liabilities against which to apply the proposed credits. President Stuart T. Saunders of the Norfolk & Western has called the proposal "one of the most important pieces of legislation now before Congress for the railroads and business in general."

"This credit," Mr. Saunders added, "would be a direct offset against federal income tax liability and would result in a reduction in taxes and an increase in cash flow. The decision which Congress makes with respect to the tax investment credit proposal will have a direct and immediate effect upon the N&W's decision as to the type and amount of expenditures it will make this year and in succeeding years. If Congress enacts this proposal, we will be able to increase by many millions of dollars the capital expenditures which we make, and this in turn will provide hundreds of jobs for men all up and down our railroad."

Treasury Secretary Dillon's comment on the new guidelines said they "will provide a major stimulus to our economic growth." Secretary of Commerce Hodges said they will "stimulate technological innovation." The commissioner of internal revenue, N. M. Caplin, said they "constitute one of the most significant revenue documents ever issued." And the president of the Chamber of Commerce of the United States, H. L. Plumley, wrote President Kennedy to express the Chamber's appreciation and to say the new procedures "should permit many firms to undertake a more rapid program of modernization."

ORC&B to Explore 'Protected' Merger

After turning down a proposed merger with BRT, the ORC&B has empowered President L. J. Wagner to "explore the possibilities" of amalgamation, subject to minimum conditions to protect craft autonomy. A resolution approved by delegates to ORC&B's 47th grand division meeting said that "an amalgamation of one or more rail labor organizations with the ORC&B may prove desirable if such can be consummated on an equitable basis." The BRT-ORC&B consolidation was rejected apparently because its provisions fell short of the Conductors' goal of craft protection and representation.

Convention delegates also elected Mr. Wagner to his first full term as ORC&B chief executive.

YOU OUGHT TO KNOW

Million miles per hotbox was attained for first time in April 1962. AAR data just released show average of all railroads to be 1,028,990 miles per freight car hotbox setoff between division terminals, a new record. Hotboxes totaled 2,497 with pads accounting for 1,872, waste and others, 625. Thirty-five roads topped the million mark. Norfolk & Western was first with 4,248,686, Western Maryland second with 3,181,911 miles per hotbox.

Chicago's consolidated city ticket office at 163 W. Jackson Blvd., long the downtown ticket headquarters for seven major railroads, closed its doors this month as five former tenants—IC, Milwaukee, NKP, E-L and GM&O—moved to new quarters at 208 S. LaSalle St. B&O and C&O had previously moved all Chicago ticket operations to Grand Central station.

Under an agreement reached with the American Train Dispatchers' Association earlier this month, retroactive wage increases were granted amounting to $8.00 per month effective February 1, 1962, and an additional 2.5% increase effective May 1, 1962. The 3,500-member ATDA is also restrained from making any new wage demands before February 1, 1963.

Western Pacific and General Electric Company's Computer Department at Phoenix, Ariz., have begun a six-month "re-thinking" study of total information and information handling requirements of a railroad. The joint study is aimed at developing an integrated information system expressly designed to meet railroad management requirements more effectively.

Louisville & Nashville handled 14,120 carloads of piggyback and automobile traffic during the first half of 1962, up 7,340 carloads or 108.3% over the corresponding period last year.

Report on the New Haven has been filed with the federal government by a nine-man panel of railroad executives named by Commerce Secretary Hodges to study the bankrupt carrier. The report was not immediately made public. The study group was headed by Western Pacific President F. B. Whitman.

N&W acquisition of AC&Y would promote the public interest in several ways, N&W President S. T. Saunders said at last week's ICC hearings on the proposal. It would, Mr. Saunders said, result in improved service and efficiency, greater stability of employment, and increased industrial development in the Akron area. The proposed acquisition is contingent on ICC approval of the N&W-Nickel Plate-Wabash consolidation plan.

Bangor & Aroostook sees "significant potential" in a recent trial shipment of cement blocks by piggyback from Bangor to Presque Isle, because it "probes the heart of railroad competition—private carriage."

A majority vote in the rank-and-file referendum being conducted by the Switchmen is needed to ratify a negotiated wage increase giving SUNA members 2.5% pay raises retroactive to July 1, 1960, and March 1, 1961, plus improved vacation allowances dating back to Jan. 1, 1961. The agreement also provides for negotiation of SUNA's paid-holiday demands prior to Sept. 1.

One passenger was killed and 116 passengers were injured in train and train-service accidents in May, compared with three killed and 90 injured in May 1961, according to the ICC's Bureau of Transport Economics and Statistics. Nineteen employees on duty were killed and 1,535 injured in May, compared with eight killed and 1,500 injured in May 1961.

Kansas City Southern Industries, Inc., recently organized to become parent of Kansas City Southern, has registered 840,000 shares of $25 par preferred and 2,040,000 shares of common stock to be offered in exchange for all outstanding KCS stock on a 2-for-1 basis. The planned acquisition is to permit KCS Industries to diversify into non-carrier fields.

All-piggyback train between eastern cities and Florida points was inaugurated July 20 on a daily-except-Sunday basis by the Seaboard in conjunction with the Pennsylvania and the RF&P. Scheduled time of 29½ hours between Kearny, N.J., and Jacksonville, Fla., beats any previous schedule by three hours, according to Robert L. Mott, SAL's manager—TOFC traffic. In announcing the new service, Mr. Mott noted that Seaboard's piggyback traffic has more than doubled in the past year.

Burlington passenger revenues, reflecting higher fares which went into effect during the past year, were 8% higher during first-half 1962 than during the first six months of 1961, and 10% higher than the five-year first-half average (1957-61).

Central Station, Chicago terminal for Big Four and IC passenger trains, will take on a modern look September 1, with installation of a flat ceiling 20 feet above floor level of the 140 by 99-ft waiting room. The lowered ceiling of white acoustical metal panels will replace the present 45-ft vaulted ceiling dating from 1893.

Deadline for filing briefs in the GNP&B merger case will be Jan. 4, 1963. Kenneth F. Burgess, chief counsel for GN, NP, CB&Q and SP&S at the hearings, had requested a date of Nov. 1, 1962 (a deadline apparently agreeable to intervening Milwaukee Road, C&NW and the city of Minneapolis). The Department of Justice and the state of Washington, however, requested six months for preparation of briefs and the Minnesota regulatory commission asked eight months. Hearings on the merger proposition ended July 10 with a 15-minute session in Minneapolis.

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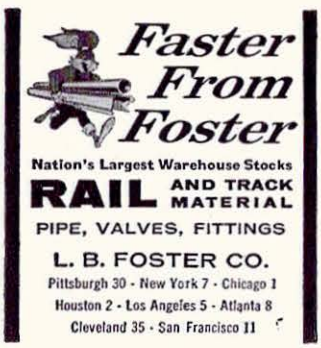
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Union Chiefs On the Spot

"Organized labor has slowed down perceptibly in rate of growth, in gains registered through collective bargaining, and in the inspirational quality manifested by its leaders."

This observation is not that of a "labor baiter". It appears in the current Harvard Business Review in an article by a noted friend of unionism, Professor Ben Selekman, recently deceased teacher of labor relations at Harvard Business School.

Professor Selekman was concerned at the declining strength of unionism. He feared managements might be tempted by unionists' relative weakness to deprive them of their authority, or perhaps to destroy them altogether.

In the railroad industry, if the unions lose their grip, or are destroyed, it will be a case of suicide—not homicide. The operating unions, particularly, have been fully recognized by managements for at least a couple of generations. They were firmly established before such present-day big-shot unionists as Walter Reuther were born. Such railway labor chieftains as William G. Lee, David Robertson, William Doak, and Warren Stone were respected members of the industrial community back in the Twenties, when steel and automobiles were almost completely unorganized and coal only in part.

Unionism—exactly like business management or any other institution—grows or declines to the degree that it adapts its strategy and tactics to changes in its environment. The gigantic, all-powerful dinosaurs—the operating brotherhoods of a couple of million years ago—failed to survive because they neglected to change their habits to take account of the rivalry of the newly developed mammals. The individualistic trucks today are the small but vigorous mammals that beset the large-scale operating unions, just as they beset the railroads themselves.

Professor Selekman clearly discerned the changes in management policy that rapidly changing technology, and competition from abroad, have made necessary. "Managers," he said, "need freedom to deal with current technical and economic problems. That is to say, every business must be able to meet competitive requirements. It must have freedom to innovate . . . Management needs to obtain cooperation from labor, so that both can face the challenges of the future. Such understanding can occur only if management helps trade union leaders to become sophisticated in terms of the economics of the industry they deal with."

If securing comprehension by unionists of the railroads' economic situation is a responsibility of management, then it is a responsibility management has not yet succeeded in fulfilling. Where has there ever been such a display of economic immaturity as the recent advertising by some of the operating unions, obdurately opposing railroad mergers? These unions will not budge one whit to change their working rules from a steam basis of motive power to the speedier diesel basis. They have artificially established a craft-union distinction between yard and road work—a wholly arbitrary distinction.

They constantly oppose curtailment of passenger service to conform to declining patronage. They insist on "full-crewing" light passenger trains—hence necessitating their abandonment. They pretend to believe the railroads are prospering—when all evidence shows conclusively that, on the average, railroad plant improvement has slowed down dangerously and many railroads are undermaintained.

Management, said Professor Selekman, must "safeguard corporate enterprise in the all-important objective of keeping costs and productivity competitive."

What are the railroad operating unions doing to help keep down railroad costs, and to enable the railroads to finance adequate modernization—thus improving their competitive position?

The job of adaptation to present-day competition is one which management cannot sidestep—since failure means destruction of the railroads. Union leaders must recognize this necessity or management will have no alternative but to try to loosen the firm grip that the operating unions now have on the railroads. No other course is compatible with survival. Instead of resisting adaptation, the unions —for their own sakes—should be encouraging it.

This does not mean, of course, that unions should be expected to agree in advance to every step management seeks to take—but practically 100% resistance to any change whatever is certainly not a position that can be defended. Managements have by no means exhausted all possible innovations which would improve the railroads' competitive position. By using creative imagination, unionists could undoubtedly come up with some original ideas of their very own. Just note, for instance, what the Lithographers' union is doing to promote the prosperity and growth of that business.

Professor Selekman closed his article with the plea that we "achieve the same high level of maturity in our industrial social relations as we have in our technical and scientific development."

Maturity—that is the word and the accomplishment that fits the need. Resistance to inevitable change is not the kind of behavior that permits survival and promotes growth. Accepting change—and seeking to make it work to one's advantage instead of the contrary—is the course of realism and victory. The unions have a challenging opportunity today for imaginative action that it would be a tragedy for them to throw away.

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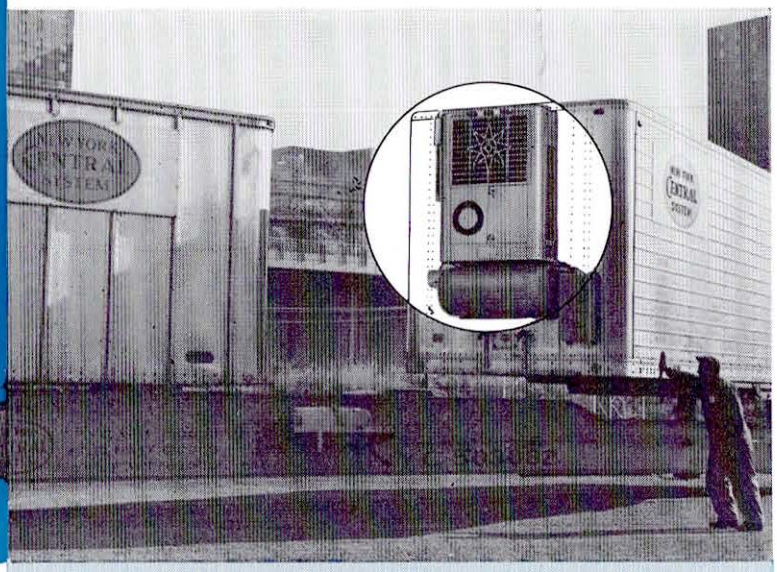

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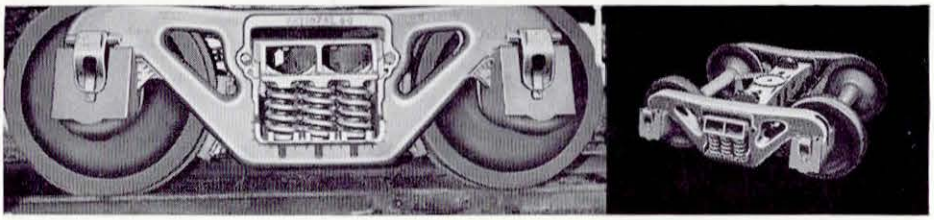

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